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198612
OPERATION & WORKS COMMITTEE MG.0

AIRPORT - FOCUS GROUP SESSIONS

CITY OF MISSISSAUGA
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-V01089-

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-98080222-

May 14 1986

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

OPERATIONS AND WORKS COMMITTEE

MAY 14, 1986, 9:30 A.M.

COUNCIL CHAMBERS

Members: Councillor H. Kennedy
Councillor L. Taylor
Councillor F. McKechnie
Councillor D. Culham
Councillor D. Cook (Chairman)
Councillor T. Southorn

Prepared by: Kathy Zammit, Clerk's Department
Date: May 8, 1986

Committee Members are requested to contact the appropriate Department Heads prior to the meeting if greater explanation or detail is required with regard to any item on this agenda.

INDEX - OPERATIONS AND WORKS COMMITTEE - MAY 14, 1986

<u>ITEM</u>	<u>FILE</u>	<u>SUBJECT</u>
1.	F.02.04.03	Temporary Closure of Winston Churchill Blvd at Split Maple Gate
2.	B.06.493.02	Draw on Securities - Blue Cedar Phase II, 43M-493
3.	B.06.315.02	Assumption of Municipal Services - Consumer's, M-315
4.	B.06.302.02	Assumption of Municipal Services - Taro, M-302
5.	B.06.401.02	Release Letter of Credit - Urban Equities, M-401
6.	B.06.460.02	Tapestry Trail
7.	F.02.04.02	St. Andrew's 10K Classic Road Race
8.	F.06.04.05 F.06.01	All Way Stop - Thorn Lodge Dr/Waycross Cres
9.	F.06.04.02	Parking - Olympus Mews
10.	F.06.04.02	Parking - Queen St (Streetsville)
11.	F.06.04.02	Parking - Lingfield Cres
12.	F.02.07 A.03.04.06	Banks of Reserved Street Names
13.	F.02.07	Street Names Reserved for Consultants/Developers
14.	F.05.04.05 F.05.04.06	Curbside Recycling and Refuse Collection Contract
15.	L.07.01	Enforcement of "No Smoking" By-law
16.	L.07.02.02	Appointment of Private Individuals to Enforce Parking Control Regulations
17.	E.02.02.02.12	Closure of Part of Stavebank Road
18.	B.03.84017	Reconveyance of Part of Sight Triangle
19.	A.03.04.05	Traffic Safety Council Report 4-86 - May 1, 1986
<u>ADDITIONAL ITEMS</u>		
20.	F.06.04.07	Left-turn Agnes St/Hurontario St - Melissa Street
21.	A.02.03.02.02	Highway 403/401 Access to Dixie Road
22.	F.05.01	Street Sweeping

INDEX - OPERATIONS AND WORKS COMMITTEE - MAY 14, 1986

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1.	F.02.04.03	Temporary Closure of Winston Churchill Blvd at Split Maple Gate
2.	B.06.493.02	Draw on Securities - Blue Cedar Phase II, 43M-493
3.	B.06.315.02	Assumption of Municipal Services - Consumer's, M-315
4.	B.06.302.02	Assumption of Municipal Services - Taro, M-302
5.	B.06.401.02	Release Letter of Credit - Urban Equities, M-401
6.	B.06.460.02	Tapestry Trail
7.	F.02.04.02	St. Andrew's 10K Classic Road Race
8.	F.06.04.05 F.06.01	All Way Stop - Thorn Lodge Dr/Waycross Cres
9.	F.06.04.02	Parking - Olympus Mews
10.	F.06.04.02	Parking - Queen St (Streetsville)
11.	F.06.04.02	Parking - Lingfield Cres
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CITY OF MISSISSAUGA

A G E N D A

OPERATIONS AND WORKS COMMITTEE

MAY 14, 1986

DEPUTATIONS - 9:30 A.M. - Nil

MATTERS FOR CONSIDERATION:

1. Report dated April 25, 1986, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to the temporary closure of Winston Churchill Boulevard at Split Maple Gate, to facilitate extensive servicing works required for the development of lands in Neighbourhood 502 of the Erin Mills West district.

Mr. Taylor advises that the required works include the installation of watermain, storm sewer and sanitary sewer. The requested closure is between 6:00 a.m. Friday, May 23, 1986 and 7:00 a.m. Monday, May 26, 1986 (alternate date: 6:00 a.m. Friday, May 30, 1986 and 7:00 a.m. Monday, June 2, 1986).

A similar closure was made on Winston Churchill Boulevard north of Dundas Street last year. The Department has no concerns with the requested closure provided the detour signing and advance signing are installed by the contractor to the requirements of this Department.

Mr. Taylor recommends:

- (a) That Winston Churchill Boulevard be closed between The Collegeway and Burnhamthorpe Road for the purpose of construction of underground works between 6:00 a.m. Friday, May 23, 1986 and 7:00 a.m. Monday, May 26, 1986 with alternate dates of 6:00 a.m. Friday, May 30, 1986 and 7:00 a.m. Monday, June 2, 1986, subject to the following conditions:
 - i) that an open cut permit be obtained,
 - ii) that the contractor provide proof of insurance naming the City of Mississauga as co-insured with a minimum coverage of \$2,000,000 (two million dollars),
 - iii) that all traffic and construction signing be carried out by the applicant in accordance with the requirements of the Commissioner of Engineering and Works,

May 14, 1986

- iv) that the applicant notify the residents and businesses on the subject section of Winston Churchill Boulevard of the road closure.
- (b) That a by-law be enacted to authorize the temporary closure of Winston Churchill Boulevard between The Collegeway and Burnhamthorpe Road in accordance with Recommendation (1).

F.02.04.03

RECOMMEND ADOPTION

2. Report dated April 30, 1986, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to a draw on the developer's securities for the completion of a retaining wall on Lots 33 to 39 inclusive, Plan 43M-493, Blue Cedar Phase II Subdivision, located west of Hurontario Street and north of Dundas Street West.

Mr. Taylor advises that under the terms of the Servicing Agreement, the developer is responsible to ensure that any required retaining walls are erected to the satisfaction of the Engineering and Works Department. From construction, the builders of Lots 33 to 39 inclusive, and a number of homeowners have expressed their concerns that lot grading cannot commence until the retaining wall has been constructed. Staff prepared a letter to PHI International dated April 29, 1986, requesting a satisfactory response by May 14, 1986, as to when this work will be undertaken.

Mr. Taylor recommends:

- (a) That in the event the developer does not provide a satisfactory response by May 14, 1986, the Commissioner of Engineering and Works be authorized to make arrangements to construct the retaining wall on Lots 33 to 39 inclusive, Plan 43M-493, Blue Cedar Subdivision, located west of Hurontario Street and north of Dundas Street West.
- (b) That the Commissioner of Engineering and Works be authorized to engage F.J. Reinders Ltd. for engineering supervision of the construction.
- (c) That the City Treasurer be authorized to draw on the developer's Letter of Credit to defray the costs incurred by the City pursuant to Recommendations (a) and (b), at an estimated cost of \$18,000.00.

B.06.493.02

RECOMMEND ADOPTION

May 14, 1986

3. Report dated May 6, 1986, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to the assumption of the municipal works for Consumers' Subdivision, Plan M-315, located north of Burnhamthorpe Road West and west of Mavis Road.

Mr. Taylor advises that the subject development consists of 61 single and semi-detached residential lots. As far as the Engineering and Works Department is concerned, the developer has complied with the requirements of the Engineering Agreement for the installation of municipal services.

He notes that there remains a few short lengths of sidewalk fronting Blocks 63-66, (currently under construction) for which Consumers has paid cash-in-lieu in the amount of \$4,731.60. This work will be performed under the Subdivision Repairs Contract. An amount of \$4,000.00 shall also be retained on the developer's Letter of Credit to guarantee the completion of lot grading and boulevard sodding on Blocks 63-66.

Mr. Taylor recommends:

- (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Engineering Agreement for Consumers' Subdivision, Plan M-315, located north of Burnhamthorpe Road West and west of Mavis Road.
- (b) That the Letter of Credit for the Engineering Agreement for Plan M-315, be reduced from the present value of \$185,328.19 to \$4,000.00.
- (c) That upon completion of the lot grading and boulevard sodding of Blocks 63-66 to the satisfaction of the Commissioner of Engineering and Works, the Letter of Credit for Plan M-315 be returned to the developer, Consumers' Realty Limited.
- (d) That a by-law be enacted establishing the road allowance within Plan M-315, as public highway and part of the municipal system of the City of Mississauga.

B.06.315.02

RECOMMEND ADOPTION

4. Report dated May 6, 1986, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to the assumption of the municipal works for Taro Subdivision, Plan M-302, located north of Burnhamthorpe Road West and west of Mavis Road.

Mr. Taylor advises that the subject development consists of 394 single and semi-detached residential lots, 1 commercial block and 1 school block. As far as the Engineering and Works Department is concerned, the developer has complied with the requirements of the Engineering Agreement for the installation of municipal services.

He notes that there are major asphalt repairs required on Rathburn Road and to a lesser extent on the internal roads, the estimated cost of which is \$35,000.00. The developer has authorized the City to draw this amount from the Letter of Credit (current value \$75,823.18) securing the Engineering works. The required repairs will be performed by the Department under the Subdivision Repairs Contract.

The developer has also authorized the City to draw \$26,500.00 from the Letter of Credit and pay this amount to the Ultrend Development Corporation and H. & L. Construction Limited, which payment represents the contribution towards the West Creditview Separate School Site which was funded by Ultrend Developments and H. & L. Construction.

Mr. Taylor recommends:

- (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Engineering Agreement for Taro Subdivision, Plan M-302,, located north of Burnhamthorpe Road West and west of Mavis Road.
- (b) That the City Treasurer be directed to draw the amount of \$35,000.00 for road repairs from the Letter of Credit for Plan M-302 (current value \$75,823.18) and credit this amount to the Subdivision Repairs Account P.N. 17 111 85157.
- (c) That the City Treasurer be further directed to draw the amount of \$26,500.00 (Taro Properties Inc. contribution towards the West Creditview Separate School Site) from the Letter of Credit securing Plan M-302 and pay this amount in trust, to the firm of Tannahill, Lockhart & Clark (201 City Centre Drive, Suite 609, Mississauga, Ontario, L5B 2T4) representing Ultrend Developments Inc. and H. & L. Construction Limited.
- (d) That the remaining securities for the Engineering Agreement for Plan M-302, be released to the developer, Taro Properties Incorporated.
- (e) That a by-law be enacted establishing the road allowance within Plan M-302, as public highway and part of the municipal system of the City of Mississauga.

B.06.302.02

RECOMMEND ADOPTION

- 5. Report dated May 1, 1986, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to a reduction in the Letter of Credit for Plan M-401 for the developer's share for a possible pedestrian grade separation to be installed across Hwy 10 at some point south of Rathburn Road, north of Robert Speck Parkway.

Mr. Taylor advises that the Engineering Agreement which includes this provisions also provides that if the pedestrian grade separation is not constructed within 10 years (February 1991), or if it is the decision of the City that it is not required, the Letter of Credit shall be returned to the developer who shall have no further obligations in that regard.

General Committee Recommendation 82-86 (January 27, 1986) provides that the City Centre Secondary Plan is revised with respect to the pedestrian system, including the deletion of the subject possible pedestrian grade separation.

Mr. Taylor recommends:

That the Letter of Credit in the amount of \$150,000.00 to secure the pedestrian grade separation across Hwy 10 at some point south of Rathburn Road, north of Robert Speck Parkway, pursuant to the Engineering agreement for Plan M-401, be returned to the developer, Urban Equities Limited.

M-401

RECOMMEND ADOPTION

6. Report dated April 30, 1986, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to Tapestry Trail, within Plan 43M-460, located north of Burnhamthorpe Road West, east of Ponytrail Drive (Request for Report 221-85).

The Commissioner was requested to comment on the feasibility of cul-de-sacking Tapestry Trail at Rathburn Road, the subject being raised during debates on the sidewalk location within the subdivision.

Mr. Taylor advises that creating a cul-de-sac is not possible as lands outside the normal right-of-way would be required and these lands are now residential buildings.

The only alternative then is to dead end the street without a turn around; however, this is not satisfactory to the Engineering and Works Department as it does not allow garbage trucks and service vehicles to turn around safely nor does it allow for efficient snow removal/storage. Moreover, the entire area would be left with only one entrance and this is undesirable from an emergency access standpoint.

Mr. Taylor advises that it was understood that the request was made with a view to reducing traffic and thereby eliminating the need for a sidewalk, which the Department cannot support.

With respect to a suggestion the Tapestry Trail become a one-way street, this would not be supportable either from a traffic reduction or sidewalk elimination viewpoint, and may serve to increase vehicle speed.

The City Manager recommends:

- (a) That no further action be taken to either dead end and/or make Tapestry Trail a one way street, within Plan 43M-460, located north of Burnhamthorpe Road West, east of Ponytrail Drive.
- (b) That the sidewalk on the north-west side of Tapestry Trail be installed in 1986, in accordance with Resolution 456-85 (August 14, 1985).

B.06.460.02

RECOMMEND ADOPTION

7. Report dated April 30, 1986, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to the 5th Annual St. Andrew's 10k Classic Road Race to be held on Saturday, June 21, 1986.

Mr. Taylor advises that the Church group has requested permission to restrict traffic on Lakeshore Road, and to close a portion of Stavebank Road for the race, along a route very similar to last year's - commencing on Stavebank Road opposite St. Andrew's Church, south to Lakeshore Road, west to Lorne Park Road, back east on Lakeshore Road to Shaw Street returning to Stavebank Road and the Church area.

Due to the high volume of participants it is expected that traffic on Lakeshore Road at Stavebank Road will be interrupted for approximately 3 - 5 minutes, under the control of the Peel Regional Police. In order to minimize traffic delays, the race will utilize the two south side lanes of Lakeshore Road, while two-way traffic is maintained within the two north side lanes. All traffic control will be handled by the Police, while the placement of fluorescent traffic cones will be handled by the Race Committee under Police supervision.

Mississauga Transit has advised that they have no concerns.

The Port Credit Business Association and the merchants of Stavebank Road have approved of the race route and road closure. Permission has been received to use the Port Credit Library parking lot.

Mr. Taylor advises that advance notification signs will be erected and a small number of portable 'Emergency No Parking' signs will be supplied for use at the race start and finish area.

He confirms that the Engineering and Works Department and the Peel Regional Police have no objections to this race proposal, subject to the usual conditions for special events being satisfied, and recommends:

May 14, 1986

- (a) That the St. Andrew's Race Committee be granted permission to hold the fifth annual 10k road race along the above route and close Stavebank Road between Lakeshore Road and Park Street during the hours of 7:30 a.m. and 9:30 a.m. on Saturday, June 21, 1986 subject to the following conditions:
- i) that a road closure and restriction permit be completed with the Engineering and Works Department at least five days prior to the event,
 - ii) that proof of liability insurance in the amount of \$2,000,000.00 be submitted at the time of the completion of the permits,
 - iii) that all race marshalling, cone placement and traffic control be under the control and supervision of the Peel Regional Police,
 - iv) That any works undertaken by the Engineering and Works Department, other than the advance signs and 'Emergency No Parking' signs, be at the expense of the applicant.
- (b) That a by-law be passed authorizing the temporary closure of Stavebank Road.

RECOMMEND ADOPTION

8. Report dated May 1, 1986, from Mr. W. P. Taylor, Commissioner of Engineering & Works, pursuant to a petition from the residents of Thorn Lodge Drive, for an all-way stop at the intersection of Thorn Lodge Drive and Waycross Crescent (Request for Report 51-86).

Mr. Taylor advises that the residents have been in contact with Councillor Mahoney recently, and Councillor Culham in the past, with respect to the number of vehicles leaving the roadway at the curve near the intersection of Thorn Lodge Drive and Waycross Crescent (south intersection). The residents have been requesting the installation of an all-way stop to alleviate this problem.

Most of the vehicles leaving the roadway at this location are able to leave the scene unidentified and therefore there have only been two reportable accidents to date involving the Peel Regional Police. Most of these incidents occur when road surface conditions are less than ideal. This is confirmed by the results of a recent vehicle speed survey in the 50 km/h zone, on Thorn Lodge Drive, north of Waycross Crescent (south intersection). Under ideal weather conditions, results of our calculations revealed an 85%ile speed of 55 km/h in the am peak hour, which does not warrant Police enforcement and is consistent with the results of previous studies at this location.

May 14, 1986

Mr. Taylor advises that he cannot recommend the installation of an all-way stop since the sight distance to a stop sign for southbound vehicles would be restricted due to the curve in Thorn Lodge Drive and the trees planted in the boulevard. Even if these trees were to be removed, southbound sight distances would be obstructed by parked vehicles and conditions beyond the Department's control, due to the fact that a southbound motorist's view of this stop sign would be across private property.

Other solutions to the residents concerns have been sought - checkerboards, with temporary flashers, have been installed as well as advance curve warning signs.

In 1982, a stop sign was installed on Thorn Lodge Drive facing northbound vehicles. Waycross Crescent continues to be controlled by a stop sign and southbound traffic on Thorn Lodge Drive continues to free flow. This was considered acceptable as the problem appeared to be associated mainly with northbound vehicles. Also, this form of intersection control is similar to that installed at the intersections of Birchview Drive/South Aldo Drive and Birchview Drive/Springhill Drive.

Mr. Taylor concludes that traffic conditions have not changed since 1982, and therefore cannot support the installation of an all-way stop, and recommends:

That an all-way stop not be installed at Thorn Lodge Drive and Waycross Crescent (south intersection).

F.06.04.05, F.06.01

RECOMMEND ADOPTION

9. Report dated April 22, 1986, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to traffic congestion around the curve on Olympus Mews when vehicles park on both sides of the road.

Mr. Taylor advised this could prove to be a hazardous situation, and concurs with the recommendation of Councillor T. Southorn to restrict parking on the inside of the curve only, thereby increasing sight lines and permitting unobstructed movement of local residents. He recommends:

That a by-law be passed to amend Traffic By-law 444-79, as amended, to prohibit parking anytime on Olympus Mews, south and west sides, from a point 61.0m east of Edenwood Drive to a point 72.0 easterly thereof.

F.06.04.02

RECOMMEND ADOPTION

10. Report dated April 22, 1986, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to a parking prohibition of Queen Street (Streetsville) in front of the Postal Station.

Mr. Taylor advises that the existing parking limits on the east side of Queen Street, between Kerr Street and Water Street are insufficient due to the increased number of residents using the postal facilities.

He suggests that a better turnover rate could be obtained by limiting parking to only 15 minutes instead of the present 1 hr maximum, thereby increasing the availability of on-street parking spaces, and recommends:

That a by-law be passed to amend Traffic By-law 444-79, as amended, to allow parking on the east side of Queen Street from a point 15m south of Kerr Street to a point 15m north of Water Street for a maximum period of 15 minutes.

F.06.04.02

RECOMMEND ADOPTION

11. Report dated April 22, 1986, from Mr. W. P. Taylor, Commissioner of Engineering & Works, pursuant to a request from Mr. O. LeBlanc that parking be permitted on at least one side of Lingfield Crescent (Request for Report 47-86).

Mr. Taylor advises that there is not sufficient on-site space to accommodate the 4 LeBlanc family vehicles, some of which have been parked on the street for periods greater than the permitted 3-hour limit and have received parking tickets.

Engineering staff have reviewed these concerns, and find that the LeBlanc property could accommodate as many as 3 mid-size to compact vehicles (1 in the garage and 2 in the driveway), and note that the driveway could be widened a few feet to allow for the parking of an additional vehicle (side-by-side).

With respect to on-street parking on Lingfield Crescent, due to narrow lot frontages and the positions of the driveways, there is little or no space available for the parking of vehicles. Space between driveways was measured and average 3-5 meters, curbcut to curbcut. In view of the by-law prohibiting parking within 1m of a driveway, a minimum space of 6m is required for on-street parking.

Since extended parking is only to be considered in neighbourhoods where less than 200% on-site parking is available, and where driveways cannot be expanded and since Mr. LeBlanc's property can accommodate greater than 200% and the driveway could be expanded, he recommends:

That extended parking not be implemented on Lingfield Crescent.

F.06.04.02

RECOMMEND ADOPTION

12. Report dated April 30, 1986, from Mr. W. P. Taylor, Commissioner of Engineering & Works, pursuant to a request from the former Public Works Committee, requesting clarification of the "banks" of street names reserved by developers and Members of Council (Request for Report 17-86).

Mr. Taylor advises that there are several ways that street names are proposed for City Streets, as follows:

- developers/consultants propose names for use in specific subdivisions,
- consultants propose names to be drawn on for future developments,
- Members of Council propose names that have been supplied by their constituents honouring special places or people who have contributed to the identity of the municipality.

Upon approval of these proposed names by the Region of Peel Street Names Committee and Council, they are placed on a reserve list.

If a reserved name has not been used 5 years after approval, the reservation status of the name is removed and the name is available for general use.

All street names are reviewed by the Region of Peel Street Names Committee to provide street names which are easy to spell and pronounce, not confusing when compared with other street names, and that are not duplicated within the Region of Peel. These requirements are necessary to provide safe emergency services such as fire and ambulance, and to simplify services such as mail, gas, telephone and public works.

He attaches lists of the reserve street names, as of April 30, 1986.

Mr. Taylor recommends:

That the report dated April 30, 1986, from Mr. W. P. Taylor, Commissioner of Engineering & Works, to the Operations & Works Committee on May 14, 1986, clarifying the "banks" of reserved street names, be received for information.

A.03.04.06, F.02.07

RECOMMEND RECEIPT

13. Letter dated April 30, 1986, from Mr. John Rogers of John D. Rogers & Associates, pursuant to a concern of the former Public Works Committee with respect to the practice of reserving street names specifically for general use by consultants (Request for Report 67-86).

Mr. Rogers advises that street names are accumulated by his office and a request for consideration forwarded to the municipality when a sufficient bank has been compiled. Several are rejected owing to possible conflicts, and those approved in principle by Council are placed in a reservation list for exclusive use by his firm. Many developers pursue a theme for a project and the reservation bank offers an opportunity to select several street names which are indicative of the chosen theme, knowing that they have been reviewed and approved in principle. The selected street names for a specific plan of subdivision are then forwarded for final approval.

He explains that in this fashion a wide variety of names are made available for review and selection by the developer. More importantly, the preapproval ensures that unnecessary and costly delays in processing are avoided.

F.02.07

RECOMMEND RECEIPT

14. Report dated May 5, 1986, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to the curbside recycling and refuse collection contract.

Mr. Taylor advises that there are 2 collection areas experiencing a rapid population growth:

- Tuesday's collection area which encompasses the City core and the area north of Burnhamthorpe Road between Cawthra Road and the Credit River,
- Friday's collection area which encompasses the west side of the City, north of the QEW, particularly Erin Mills West and Meadowvale West.

Pursuant to instructions that growth areas be taken into consideration in the preparation of daily route maps, the new refuse collection contractor, Laidlaw, has submitted a proposal so that their fleet is utilized efficiently and refuse is picked up during normal working hours. They will inform every household involved of the changes by including notices as the blue boxes and recycling information are delivered.

Waste Management, the contractor collecting refuse from apartments, has concurred that containerized pick-up schedules will be changed to coincide with Laidlaw's proposal.

Mr. Taylor recommends:

That the following changes in the refuse collection schedule be implemented on June 2, 1986:

- (a) the area bounded by Cawthra Road, Burnhamthorpe Road, the Etobicoke Creek and Dundas Street, be redesignated from Tuesday's collection area to Monday's collection area,

May 14, 1986

- (b) the area bounded by the Credit River, the QEW, Winston Churchill Boulevard and Dundas Street, be redesignated from Friday's collection area to Thursday's collection area.

F.05.04.05, F.05.04.06

RECOMMEND ADOPTION

15. Report dated April 23, 1986, from Mr. A. Franks, Commissioner of Building, pursuant letters from Dr. Jack Micay, Vice President of the Non-Smokers Rights Association, with respect to breaches of the "No Smoking" By-law.

Mr. Franks advises that Dr. Micay has reported the lack of "No Smoking" signs at Square One and Creditview Plaza, and requests more rigorous enforcement of the regulation to ensure that the signs are displayed where required by the by-law.

An inspection of Square One was undertaken in January and 90 non-compliance orders issued; however, Mr. Franks notes that as a result of the major renovations, a number of stores have closed or relocated, and it is not surprising that signs may have been misplaced or omitted. A subsequent reinspection in February yielded that 39 stores had no signs. As a result of another follow-up, all stores are now in compliance.

With respect to Creditview Plaza, a total of 24 notices were issued and all stores are now in compliance.

Mr. Franks advises that a systematic program of checking all plazas and shopping centres in the City has been undertaken. Over 40, including 680 stores, have been inspected. A follow up will be made in the next few months to ensure that all establishments requiring "No Smoking" signs are in compliance.

The Mississauga and Credit Valley Hospitals have been inspected. In the case of Mississauga Hospital, the Director of Ambulatory Services & Planning and Chairman of Smoking Control Committee, has explained that the policy is that no smoking is allowed in the hospital except in designated areas. The few areas of concern were brought to the Director's attention and he has promised a review of the entire matter. At Credit Valley Hospital, concerns brought to the attention of Environmental Services have been remedied.

Mr. Franks summarizes that those locations noted in the letter from Dr. Micay are now in compliance with the "No Smoking" By-law, and that the By-law Enforcement Section has embarked on a city-wide program to ensure that signs are posted as required. He recommends:

May 14, 1986

That the report dated April 23, 1986, from Mr. A. Franks, Commissioner of Building, to the Operations & Works Committee on May 14, 1986, with responding to a concern of the Non-Smokers Rights Association regarding the enforcement of the sign provision of the "No Smoking" By-law, be received for information.

L.07.01

RECOMMEND RECEIPT

16. Report dated April 22, 1986, from Mr. A. Franks, Commissioner of Building, with respect to the use of private individuals for the purpose of enforcement of parking control regulations on private property.

Mr. Franks advises that under the new Provincial Offences Act, Part II, which will take effect shortly, private individuals with the possible exception of bonafide security agencies are prohibited from enforcing parking regulations on private property.

He explains that under the present system of parking control, which will be replaced by the new regulations, private individuals are appointed to enforce parking on specific private properties, only with the owner's permission. In case of a dispute, these individuals must appear in court, their records must be immaculate and ticket written property. There have been difficulties in this regard in the past, and the Commissioner advises that, in general, he is not in favour of this practice.

He notes that upon implementation of the new regulations, this practice will no longer be permitted and recommends that the report be received.

The City Manager recommends:

That no change be made to the existing policy of appointing private individuals to enforce parking regulations on private property, until such time as this practice is ceased upon implementation of the Provincial Offences Act, Part II.

L.07.02.02

RECOMMEND ADOPTION

17. Report dated April 16, 1986, from Mr. T. L. Julian, City Clerk, with respect to the partial closure of Stavebank Road (Part of Lot 11, Conc 1, SDS, Part 9, Plan 43R-9333).

Mr. Julian advises that pursuant to an Offer to Purchase by Marpal Properties, the City has undertaken to convey the subject lands which are surplus to the realignment of Mavis Road, and recommends:

That the City Clerk be authorized to undertake the necessary procedures for the purpose of stopping up part of Stavebank Road described as Part 9, Plan 43R-9333, and that the required lands be conveyed to Marpal Properties Limited in connection with the Offer to Purchase accepted by the City pursuant to By-law 101-86.

E.02.02.02.12

RECOMMEND ADOPTION

18. Report dated May 6, 1986, from Mr. L. W. Stewart, City Solicitor, with respect to the reconveyance of part of a sight triangle at the north-west corner of Hwy 10 and Matthews Gate.

Mr. Stewart advises that pursuant to the conditions of rezoning application 02/17/84 certain road widenings and one foot reserves along Hurontario Street and Matthews Gate were conveyed to the City. At the time of the rezoning, a Plan showing the proposed building was considered and the rezoning By-law was drafted containing a provision requiring all site development plans to conform to a Schedule I building envelope premised upon the proposed building. Due to a drafting misunderstanding, construction of the building in accordance with the originally proposed plans will place a concrete pillar at the south-east corner of the building upon part of the sight triangle earlier acquired by the City. Schedule I to the zoning By-law appears to have anticipated that this corner pillar would be located right at the limit between the boundary of the property and the sight triangle. In order to accommodate the building construction, the Engineering and Works Department has reviewed the siting of the building and requirements for a sight triangle and is satisfied that part of the sight triangle earlier acquired by the City may be reconveyed to the landowner without prejudicing the City's requirements at this intersection.

Mr. Stewart recommends:

That a by-law be enacted authorizing execution of a Transfer of Part of Lot 16, Conc 1, NDS (designated as Parts 1 and 2, Plan 43R-13445), which lands are within the site triangle at the north west corner of Hurontario Street and Matthews Gate.

B.03.84017

RECOMMEND ADOPTION

19. Report 4-86 of the Traffic Safety Council Meeting held on May 1, 1986.

A.03.04.05

RECOMMEND ADOPTION



City of Mississauga

RECOMMENDATION

FILES: 16 111 71034
11 141 00045

2(a)

To	Chairman and Members of	REGISTRY No	3171	DATE	MAY 8 1986	From	W. P. Taylor
Dept.	Operations & Works Committee	FILE No	B.06.493.02	Dept.			Engineering and Works
CLERK'S DEPARTMENT							

MAY 14 1986

April 30, 1986

OPERATIONS/WORKS

- SUBJECT:** Draw on the developer's securities for the completion of a retaining wall on lots 33 to 39 inclusive, Plan 43M-493, Blue Cedar Phase II Subdivision, located west of Hurontario Street and north of Dundas Street West (sketch attached).
- ORIGIN:** Servicing Agreement between PHI International Inc. and Churchill Estates Development Corp. Ltd. (PHI International, P.O. Box 66, 165 Dundas Street West, Mississauga, Ontario, L5B 2N6), the City of Mississauga and the Region of Peel.
- COMMENTS:** Under the terms of the Servicing Agreement for Plan 43M-493, the developer is responsible to ensure that any required retaining walls are erected to the satisfaction of the Engineering and Works Department. From Construction, the builders of lots 33 to 39 inclusive and a number of homeowners have expressed their concerns that lot grading cannot commence until the retaining wall has been constructed. Staff prepared a letter to PHI International dated April 29, 1986, requesting a satisfactory response by May 14, 1986, as to when this work will be undertaken.
- RECOMMENDATIONS:**
1. In the event that the developer does not provide a satisfactory response by May 14, 1986, the Commissioner of Engineering and Works be authorized to make arrangements to construct the retaining wall on lots 33 to 39 inclusive, Plan 43M-493, Blue Cedar Subdivision, located west of Hurontario Street and north of Dundas Street West.

... 2 ...

2(a)

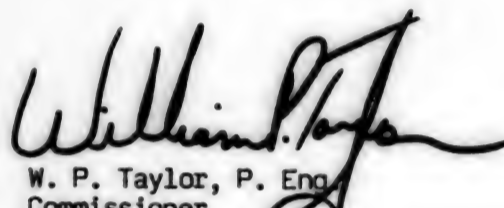
- 2 -

RECOMMENDATIONS: (Continued)

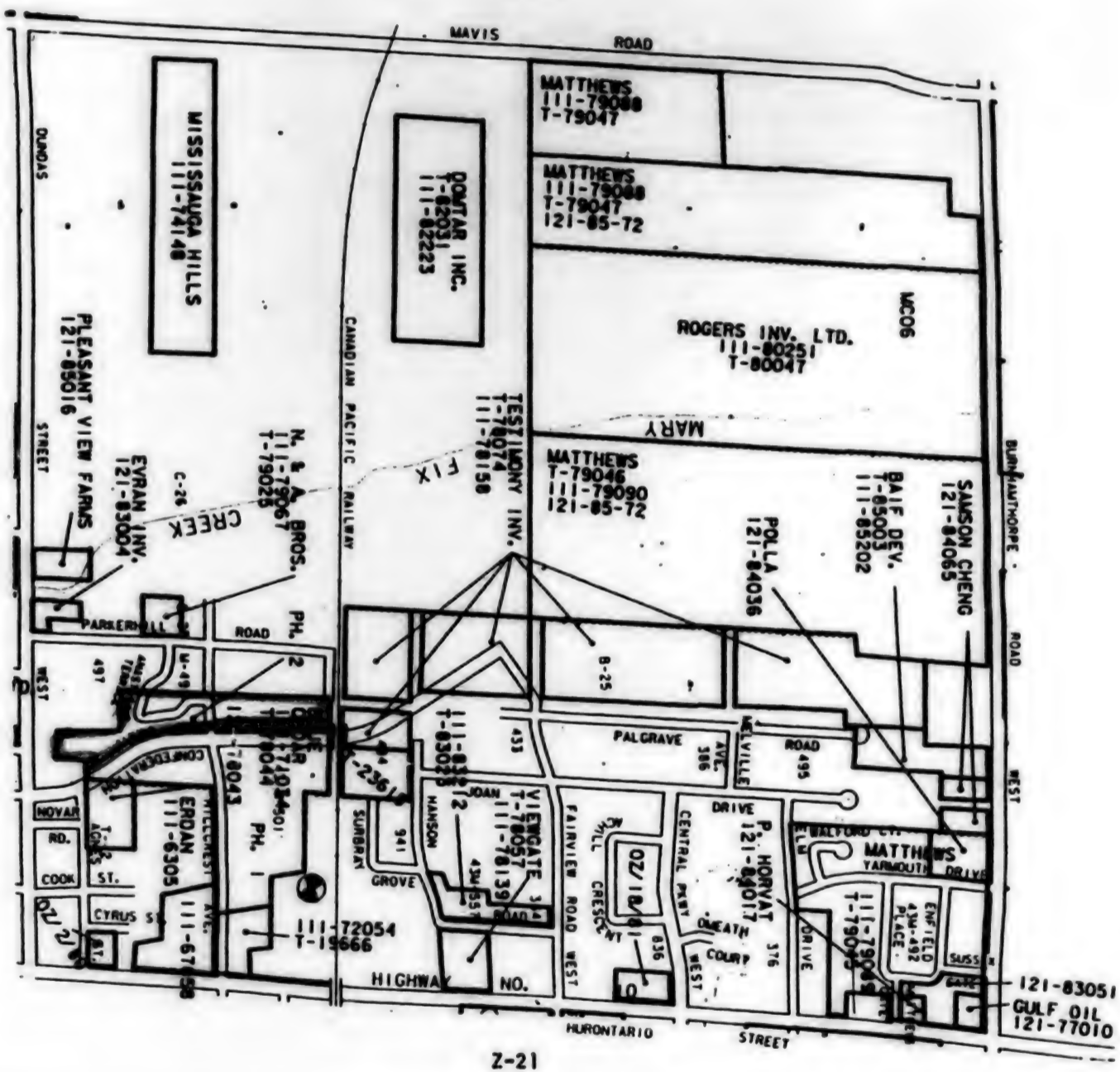
2. That the Commissioner of Engineering and Works be authorized to engage F.J. Reinders Ltd. for engineering supervision.
3. That the City Treasurer be authorized to draw on the developer's Letter of Credit to defray the costs incurred by the City pursuant to Recommendations #1 and #2 at an estimated cost of \$18,000.00.

KF/edm
0347E/27E

c.c. Councillor D. Cook
R. G. Charlton
M. W. Boyd
P. Griffiths
W. H. Munden


W. P. Taylor, P. Eng.
Commissioner
Engineering and Works

Z-23



Z-21

Z-15

Z-22



3/2

CITY OF MISSISSAUGA

MEMORANDUM
RECEIVED

FILES: 16 111 74066
11 141 00045

STANDARD No 3172

To Chairman and Members of

DATE MAY 8 1986

W. P. Taylor

Dept. Operations and Works

FILE No B.06.315.02

Engineering and Works

CLERK'S DEPARTMENT

OPERATIONS/WORKS MAY 14 1986

May 6, 1986

SUBJECT:

Assumption of the municipal works for Consumers' Subdivision, Plan M-315, located north of Burnhamthorpe Road West and west of Mavis Road (sketch attached).

ORIGIN:

Engineering Agreement dated August 8, 1979, between Consumers' Realty Limited (P.O. Box 650, Scarborough, Ontario, M1K 5E3) the City of Mississauga and the Regional Municipality of Peel.

COMMENTS:

The subject development consists of 61 single and semi-detached residential lots.

As far as the Engineering and Works Department is concerned, the developer has complied with the requirements of the Engineering Agreement for the installation of municipal services. There remains a few short lengths of sidewalk fronting Blocks 63-66, (currently under construction) for which Consumers has paid cash-in-lieu in the amount of \$4,731.60. This work will be performed under the Subdivision Repairs Contract. An amount of \$4,000.00 shall also be retained on the developer's Letter of Credit to guarantee the completion of lot grading and boulevard sodding on Blocks 63-66, Plan M-315.

RECOMMENDATIONS:

1. That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Engineering Agreement for Consumers' Subdivision, Plan M-315, located north of Burnhamthorpe Road and west of Mavis Road.

... 2 ...

36a)

- 2 -

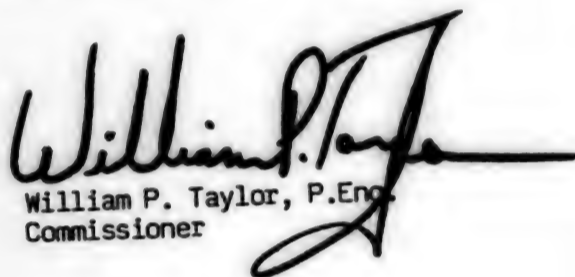
RECOMMENDATIONS: (Continued)

2. That the Letter of Credit for the Engineering Agreement for Plan M-315, be reduced from the present value of \$185,328.19 to \$4,000.00.
3. That upon completion of the lot grading and boulevard sodding of Blocks 63-66 to the satisfaction of the Commissioner of Engineering and Works, the Letter of Credit for Plan M-315 be returned to the developer Consumers' Realty Limited.
4. That a by-law be enacted establishing the road allowance within Plan M-315, as public highway and part of the municipal system of the City of Mississauga.

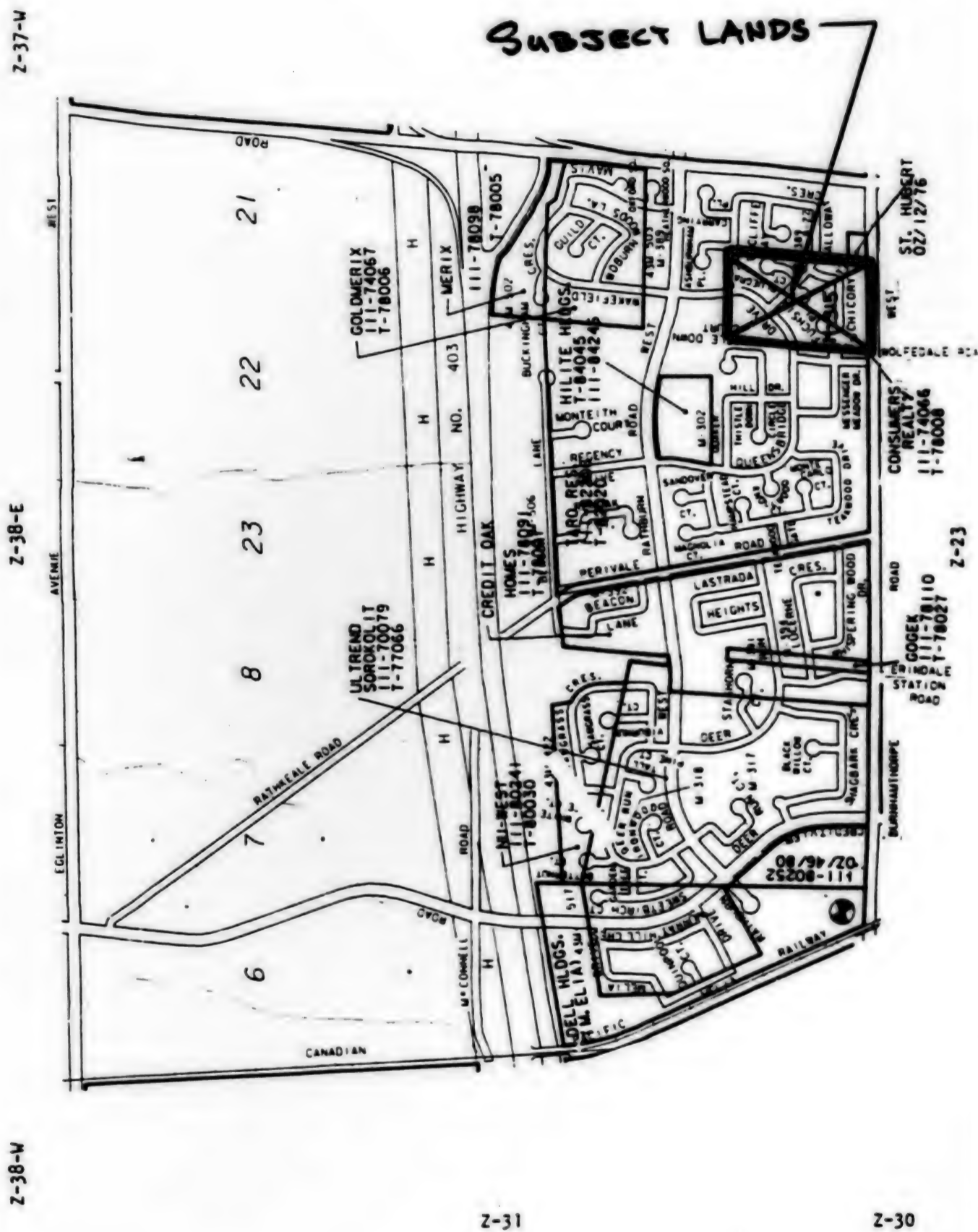
PS/edm
347E:27E

Attach.

cc: A. E. McDonald
L. J. Harvey
W. H. Munden
R. G. Charlton
D. J. Debenham
M. W. Boyd
J. D. McKichan - Region of Peel
R. Parzei


William P. Taylor, P.Eng.
Commissioner

SUBJECT LANDS





H(12)

CITY OF MISSISSAUGA

MEMORANDUM
RECEIVED

FILES: 16 111 72075
17 111 85157
11 141 00045

FILE No 3/73

To: Chairman and Members of MAY 8 1986 W. P. Taylor
Dept: Operations and Works 8.06.302.82 Engineering and Works

WORKS DEPARTMENT

OPERATIONS/WORKS MAY 14 1986

May 6, 1986

SUBJECT: Assumption of the municipal works for Taro Subdivision, Plan M-302, located north of Burnhamthorpe Road West and west of Mavis Road (sketch attached).

ORIGIN: Engineering Agreement dated May 10, 1979, between Taro Properties Inc. (63 Church Street, P.O. Box 335, St. Catharines, Ontario, L2R 6T7) the City of Mississauga and the Regional Municipality of Peel.

COMMENTS: The subject development consists of 394 single and semi-detached residential lots, 1 commercial block and 1 school block.

As far as the Engineering and Works Department is concerned, the developer has complied with the requirements of the Engineering Agreement for the installation of municipal services. There are, however, major asphalt repairs required on Rathburn road and to a lesser extent on the internal roads, the estimated cost of which is \$35,000.00. We are enclosing a copy of a letter dated March 21, 1986, from Taro Properties Incorporated authorizing the City to draw this amount from the Letter of Credit (current value \$75,823.18) securing the Engineering works. The required repairs will be performed by this Department under the Subdivision Repairs Contract.

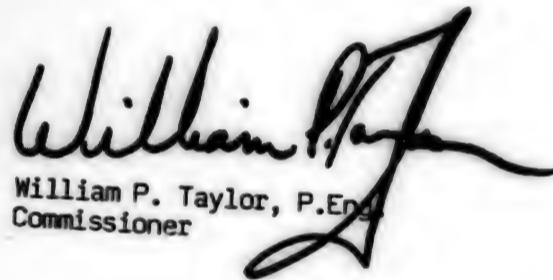
Also enclosed is a copy of a letter dated April 22, 1986, from Taro Properties authorizing the City to draw \$26,500.00 from the Letter of Credit and pay this amount to the Ultrend Development Corporation and H. & L. Construction Limited c/o their solicitor, Tannahill, Lockhart & Clark. This payment represents Taro Properties' contribution towards the West Creditview Separate School Site which was funded by Ultrend Developments and H. & L. Construction. The attached letter dated May 5, 1986, from the firm of Tannahill, Lockhart & Clark confirms acceptance of this settlement with respect to the West Creditview Separate School Site, on behalf of their clients.

... 2 ...

7(12)

- RECOMMENDATIONS:
1. That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Engineering Agreement for Taro Subdivision, Plan M-302,, located north of Burnhamthorpe Road and west of Mavis Road.
 2. That the City Treasurer be directed to draw the amount of \$35,000.00 for road repairs from the Letter of Credit for Plan M-302 (current value \$75,823.18) and credit this amount to the Subdivision Repairs Account P.N. 17 111 85157.
 3. That the City Treasurer be further directed to draw the amount of \$26,500.00 (Taro Properties Inc. contribution towards the West Creditview Separate School Site) from the Letter of Credit securing Plan M-302 and pay this amount in trust, to the firm of Tannahill, Lockhart & Clark (201 City Centre Drive, Suite 609, Mississauga, Ontario, L5B 2T4) representing Ultrend Developments Inc. and H. & L. Construction Limited.
 4. That the remaining securities for the Engineering Agreement for Plan M-302, be released to the developer, Taro Properties Incorporated.
 5. That a by-law be enacted establishing the road allowance within Plan M-302, as public highway and part of the municipal system of the City of Mississauga.

AG/edm
DATE: 27E
Attach.


William P. Taylor, P.Eng.
Commissioner

cc: Mayor H. McCallion
A. E. McDonald
L. J. Harvey
W. H. Munden
R. G. Charlton
D. J. Debenham

M. W. Boyd
J. D. McKichan - Region of Peel
D. Scoccia
R. K. Gillespie
R. K. Johnston

4(c)

Z-29

Z-37-W

Z-38-E

Z-38-W



Z-23

Z-31

CREDITVIEW COMM. SECONDARY PLAN
II-211-00091

Z-30



City of Mississauga

2(a)

MEMORANDUM

Files: 16 111 78108
11 141 00045

RY NO 3174

Chairman and Members of the

Wm. P. Taylor, P. Eng.

MAY 8 1986

To _____

Dept. Operations and Works Committee

NO 8.06.401.02

Engineering and Works

WORKS DEPARTMENT

OPERATIONS/WORKS MAY 14 1986

May 1, 1986

SUBJECT:

Urban Equities Limited, 55 Village Centre Place,
Mississauga, Ontario, L4Z 1V9. R. P. M-401.
Reduction in Letter of Credit.

ORIGIN:

Engineering and Works Department

COMMENTS:

Included in the Engineering Agreement for Plan M-401 is a security in the amount of \$150,000.00 by way of a Letter of Credit as the Developer's share for a possible pedestrian grade separation to be installed across Highway 10 at some point south of Rathburn Road and north of Robert Speck Parkway. The Agreement goes on to say that if a pedestrian grade separation is not constructed within ten years (February 1991) or if a decision is made by the City of not requiring an overpass, whichever comes first, then the Letter of Credit shall be returned to the Developer and the Developer shall have no further obligations in this regard.

Council on January 27, 1986, adopted a report from the Planning Department pertaining to a review of the City Centre Secondary Plan the recommendations of which are as follows:

"82-86

- a) That the City Centre Secondary Plan be revised to reflect the following:
 - i) that the design emphasis of the pedestrian system be changed from mid-block/grade-separated to at-grade/public right-of-way.
 - ii) that all mandatory and recommended grade-separated pedestrian crossings be deleted and replaced by the following possible grade-separated connections:
 - mid-block connection of Development Parcels 23 and 31 across Hurontario Street;

..2

5(46)

Chairman and Members of the
Operation and Works Committee
May 1, 1986
Page 2

Re: Urban Equities - Reduction in Letter of Credit

COMMENTS - cont'd.

- mid-block connection of Development
Parcels 23 and 28 across Burnhamthorpe
Road West;
 - internal connection of the north and
south portions of Development Parcel
12;
 - mid-block connection of Development
Parcels 12 and 26 across Burnhamthorpe
Road West;
- b) that the mid-block components of the pedestrian
network proposed in private ownership, and
all other privately-owned open space, not
be shown as part of the public open space
system.
- c) that the public open space requirement be
in accordance with current provisions of the
Planning Act 1983 and not be allowed to be
fulfilled through the use of privately-owned
space."

As you can see the possible pedestrian grade separation
connecting Blocks 22 and 30 envisioned in the
Engineering Agreement for Plan M-401 has now been
deleted and therefore it would be in order to
return the Letter of Credit in the amount of \$150,000.00
to Urban Equities Limited.

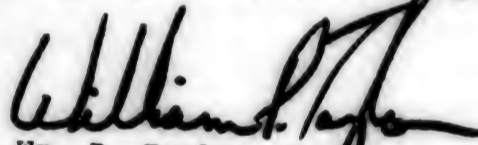
RECOMMENDATION:

That the Letter of Credit in the amount of \$150,000.00
to secure the pedestrian grade separation across
Highway 10 as part of the Engineering Agreement
for R.P. M-401 be returned to the Developer, Urban
Equities Limited, 55 Village Centre Place, Mississauga,
Ontario, L4Z 1V9.

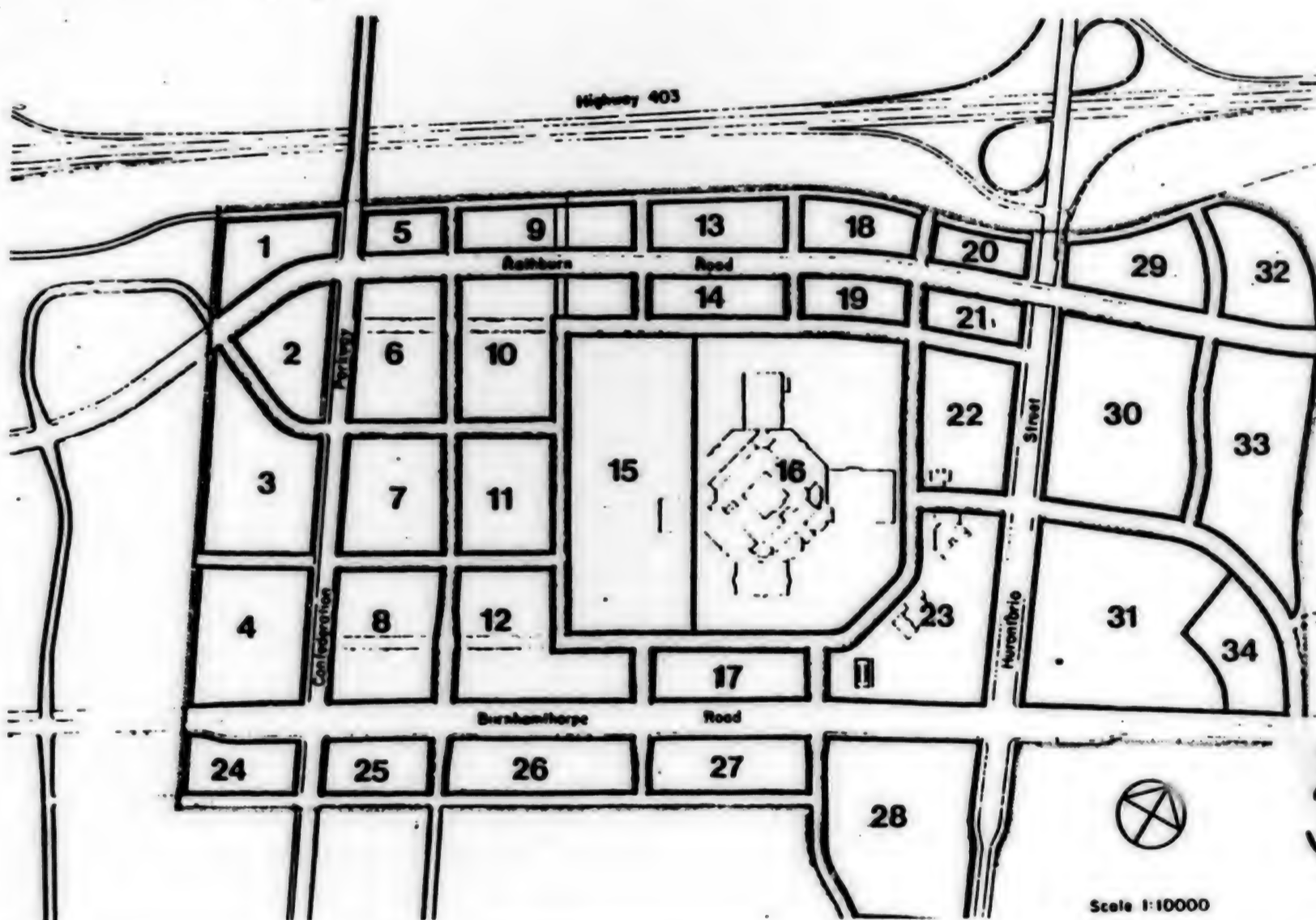


AEM:dv
Attach.
Code 2

c.c. R. G. Charlton
P. Griffiths


Wm. P. Taylor, P. Eng.
Commissioner
Engineering and Works

A-281
Schedule 4
Development Parcels



5(c)



6(a)

City of Mississauga

MEMORANDUM

FILE NO. 3/75

MAY 8 1986

FILE : 11 141 00045
16 111 80243

To: Chairman and Members of
Dept. Operations and Works Committee
From: W.P. Taylor, P.Eng.,
Commissioner, Engineering

OPERATIONS/WORKS MAY 14 1986 May 7, 1986

SUBJECT : Cul-de-sac on Tapestry Trail. Plan 43M-460, York Hanover Dev. Subdivision located north of Burnhamthorpe Road West, east of Ponytrail Drive, (sketch attached).

ORIGIN : Request for Report from General Committee No. 221-85 dated August 19, 1985. (Resolution 456-85 (b) copy attached).

COMMENTS : The request for report asks the Commissioner of Engineering and Works to comment on the feasibility of cul-de-sac on Tapestry Trail at Rathburn Road. The subject was raised during debates on the sidewalk location within the subdivision.

Creating a cul-de-sac is not possible as lands outside of the normal right-of-way would be required and these lands are now residential buildings. The only alternative then is to dead end the street without a turn around.

This is not satisfactory to the Engineering and Works Department as it does not allow garbage trucks and service vehicles to turn around safely nor does it allow for efficient snow removal/storage. Moreover the entire area would be left with only one entrance and this is undesirable from an emergency access standpoint.

It was our understanding that the request was made with a view to reducing traffic and thereby eliminating the need for a sidewalk. This is not, in this situation, a request that the Engineering and Works Department could support.

It is also our understanding that the question of a one-way street was raised. This would not be supportable either from a traffic reduction or sidewalk elimination viewpoint. It may also serve to increase vehicle speed.

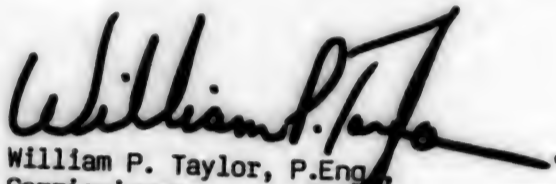
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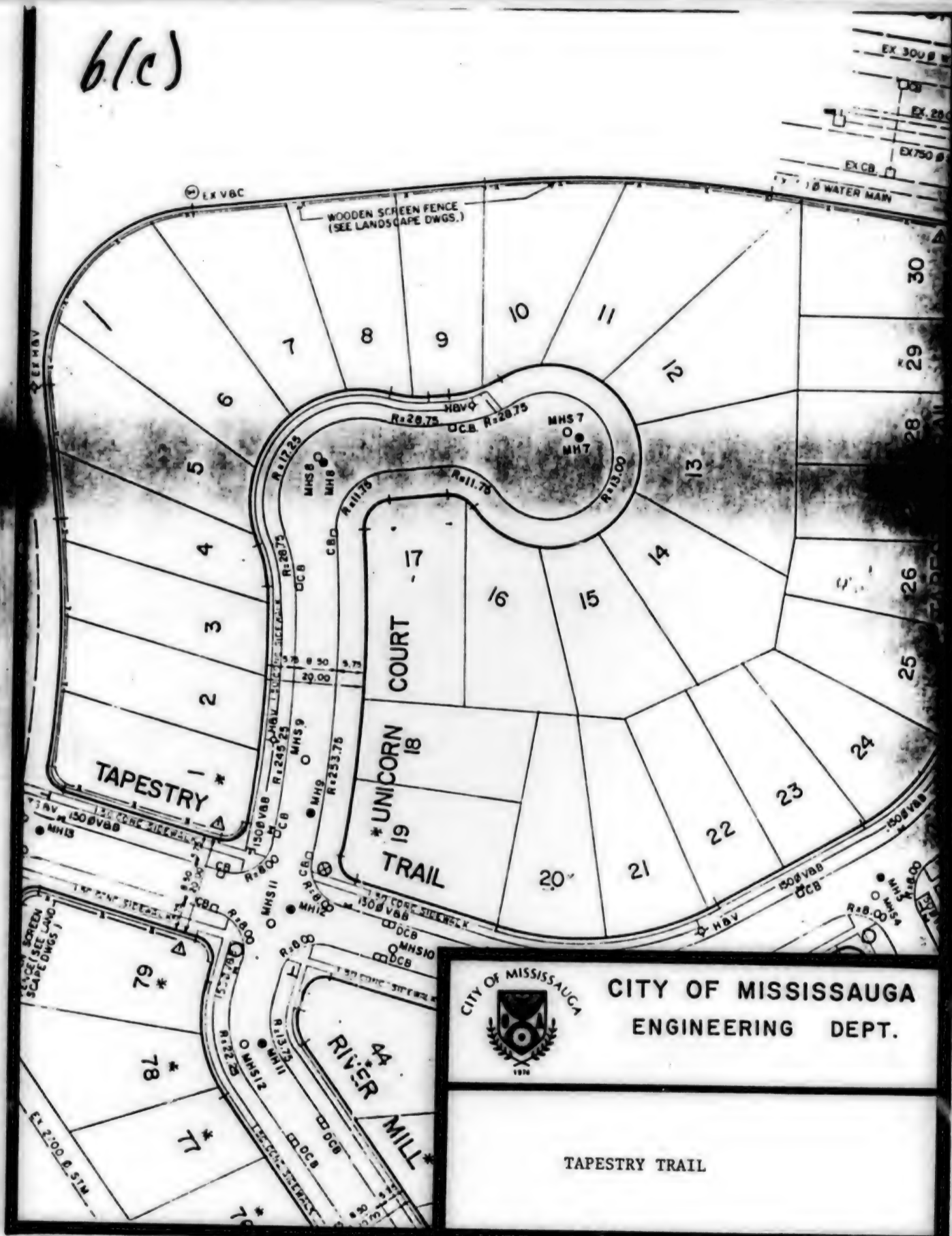
RECOMMENDATION :

That the report from The Commissioner of Engineering and Works dated May 7, 1986 regarding installing a cul-de-sac on Tapestry Trail one way, be received. and that the construction of a sidewalk on the north-west side of Tapestry Trail be completed in accordance with Resolution 456-85.


William P. Taylor, P.Eng.
Commissioner,
Engineering and Works Department

Att.
cc : M.W. Boyd
RGC:jb
0362E/22E

6(c)



CITY OF MISSISSAUGA
ENGINEERING DEPT.

TAPESTRY TRAIL



CITY OF MISSISSAUGA

MEMORANDUM

File: 11 141 00045
11 161 00011
13 211 86223

7(a)

To: Chairman and Members of
Dept. Operations and Works Committee.

From: William P. Taylor, P.Eng.,
Dept. Engineering and Works Dept.

April 30, 1986.

MAY 14 1986

OPERATIONS/WORKS

SUBJECT: Fifth Annual St. Andrew's 10k Classic Road Race.
SOURCE: Ms. Carol Anne Rayson - Race Co-ordinator, St. Andrew's Presbyterian Church, 24 Stavebank Road, Mississauga.
COMMENTS: Ms. Rayson, on behalf of the St. Andrew's Church group, has requested permission to restrict traffic on Lakeshore Road, and to close a portion of Stavebank Road for the purpose of holding the fifth annual 10k road race.

RECEIVED

CTRY No 3176

MAY 8 1986

FILE NO F.02.04.02

WORKS DEPARTMENT

Stavebank Road will necessitate a closure between Lakeshore Road and Park Street on Saturday, June 21, 1986 between 7:30 a.m. and 9:30 a.m., while Lakeshore Road will be restricted to two lanes of traffic between 8:00 a.m. and 9:30 a.m.

The race route, very similar to last year's, will commence on Stavebank Road opposite St. Andrew's Church, head south to Lakeshore Road, west to Lorne Park Road, back east on Lakeshore Road to Shaw Street returning to Stavebank Road and the Church area.

Due to the high volume of participants it is expected that traffic on Lakeshore Road at Stavebank Road will be interrupted for approximately 3 - 5 minutes, under the control of the Peel Regional Police.

This year, in order to minimize traffic delays during the race, the race will utilize the two south side lanes of Lakeshore Road, while two-way traffic is maintained within the two north side lanes. All traffic control will be handled by the Police, while the placement of fluorescent traffic cones will be handled by the race committee under Police supervision.

Mississauga Transit have been contacted and advise that they have no concerns.

The Port Credit Business Association and the merchants of Stavebank Road have approved of the race route and closure. Permission has been received to use the Port Credit Library parking lot.

.../2

7(h)

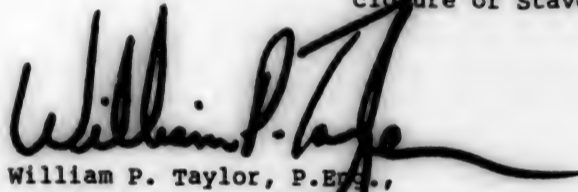
- 2 -

The Engineering Department will erect advance notification signs advising of the road restriction and closure, and will also supply a small number of portable 'Emergency No Parking' signs for use at the race start and finish area.

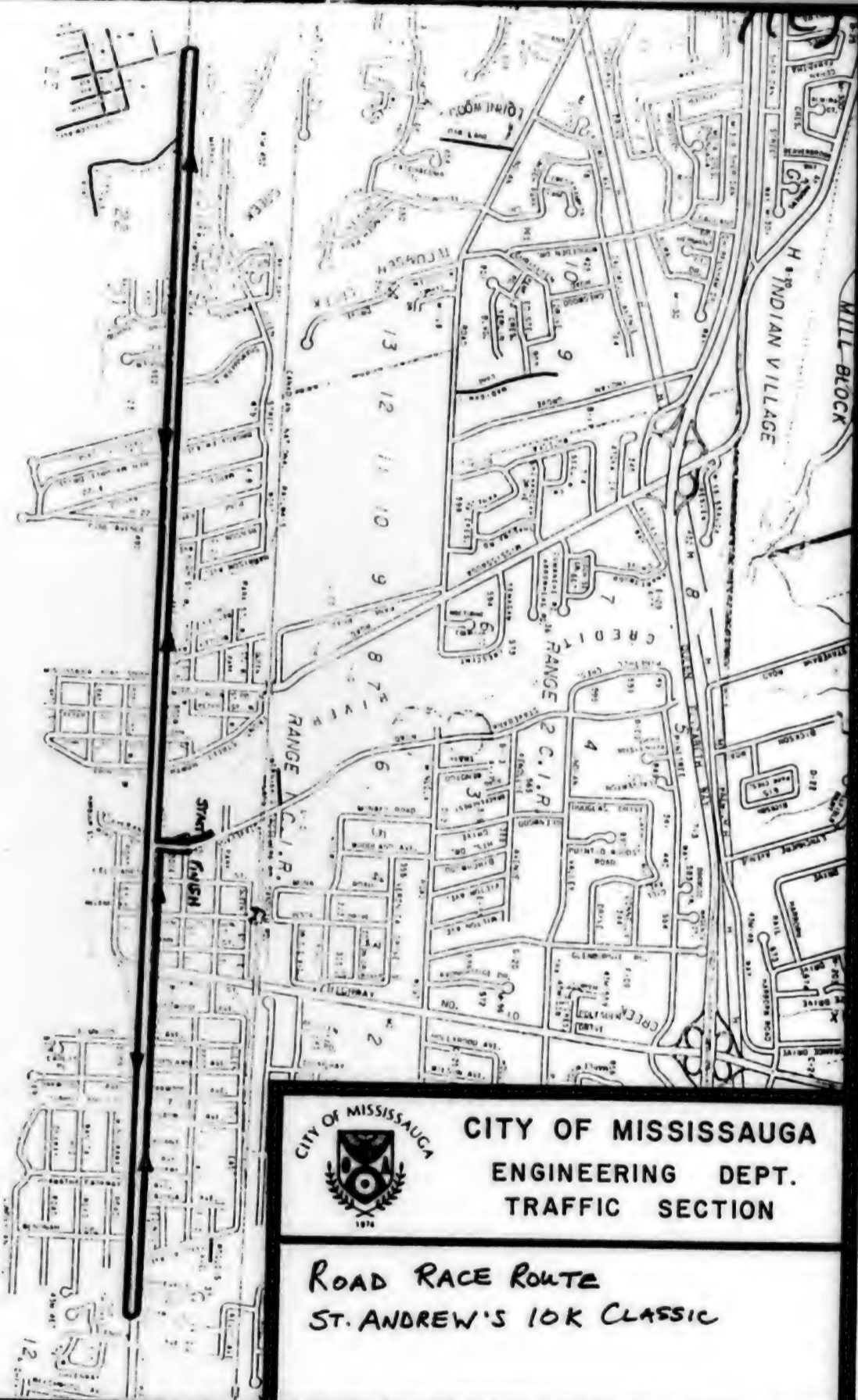
This department and the Peel Regional Police have no objections to this race proposal, subject to the usual conditions for special events being satisfied.

RECOMMENDATIONS:

1. That the St. Andrew's Race Committee be granted permission to hold the fifth annual road race along the above route and close Stavebank Road between Lakeshore Road and Park Street during the hours of 7:30 a.m. and 9:30 a.m. on Saturday, June 21, 1986 subject to the following conditions:
 - (a) That a road closure and restriction permit be completed with the Engineering Department at least five days prior to the event.
 - (b) That proof of liability insurance in the amount of two million dollars be submitted at the time of the completion of the permits.
 - (c) That all race marshalling, cone placement and traffic control be under the control and supervision of the Peel Regional Police.
 - (d) That any works undertaken by the Engineering Department other than the advance signs and 'Emergency No Parking' signs be at the expense of the applicant.
2. That a by-law be passed authorizing the temporary closure of Stavebank Road.


William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

66/dab
0487E
Attach.



CITY OF MISSISSAUGA
ENGINEERING DEPT.
TRAFFIC SECTION

ROAD RACE ROUTE
ST. ANDREW'S 10K CLASSIC



8(a)

City of Mississauga

MEMORANDUM

File: 11 141 00045
13 211 00018

To: Chairman and Members of
Operations and Works Committee.
Dept.

From: William P. Taylor, P.Eng.,
Engineering and Works Dept.
Dept.

May 1, 1986.

OPERATIONS/WORKS MAY 14 1986

SUBJECT: All-way Stop - Thorn Lodge Drive/Waycross Crescent (south intersection). Request for Report No. 51-86.

SOURCE: Petition from Mr. J.D. McIntosh, 2189 Thorn Lodge Drive, Mississauga, L5K 1K1 (Phone No. 822-7433) to Council on March 24, 1986.

COMMENTS: The residents of Thorn Lodge Drive have been in contact with Councillor Mahoney recently, and Councillor Culham in the past, with respect to the number of vehicles leaving the roadway at the curve near the intersection of Thorn Lodge Drive and Waycross Crescent (south intersection).

RECEIVED

FILE No. 3177

MAY 8 1986

FILE No. F.0604.05

WORKS DEPARTMENT

The residents have been requesting the installation of an all-way stop at this intersection to curb the number of vehicles that leave the roadway. Most of these vehicles are able to leave the scene unidentified and therefore there have only been two reportable accidents to date involving the Peel Regional Police. Most of these incidents occur when road surface conditions are less than ideal. This is confirmed by the results of our recent vehicle speed survey in the 50 km/h zone, on Thorn Lodge Drive, north of Waycross Crescent (south intersection). Under ideal weather conditions, results of our calculations revealed an 85thile speed of 55 km/h in the a.m. peak hour. This result does not warrant Police enforcement and is consistent with the results of previous studies at this location.

The Engineering Department cannot recommend the installation of an all-way stop since the sight distance to a stop sign for southbound vehicles would be restricted due to the curve in Thorn Lodge Drive and the trees planted in the boulevard. Even if these trees were to be removed, southbound sight distances would be obstructed by parked vehicles and conditions beyond this department's control. This is due to the fact that a southbound motorist's view of this stop sign would be across private property.

In view of this restricted sight distance, the Engineering Department has attempted to find other solutions to the residents concerns. This Department has installed checkerboards, and advance curve warning signs at the curve for both northbound and southbound traffic on Thorn Lodge Drive. Temporary flashers were also installed over the checkerboards.

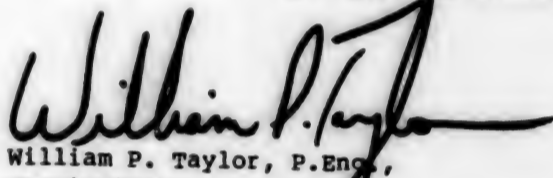
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
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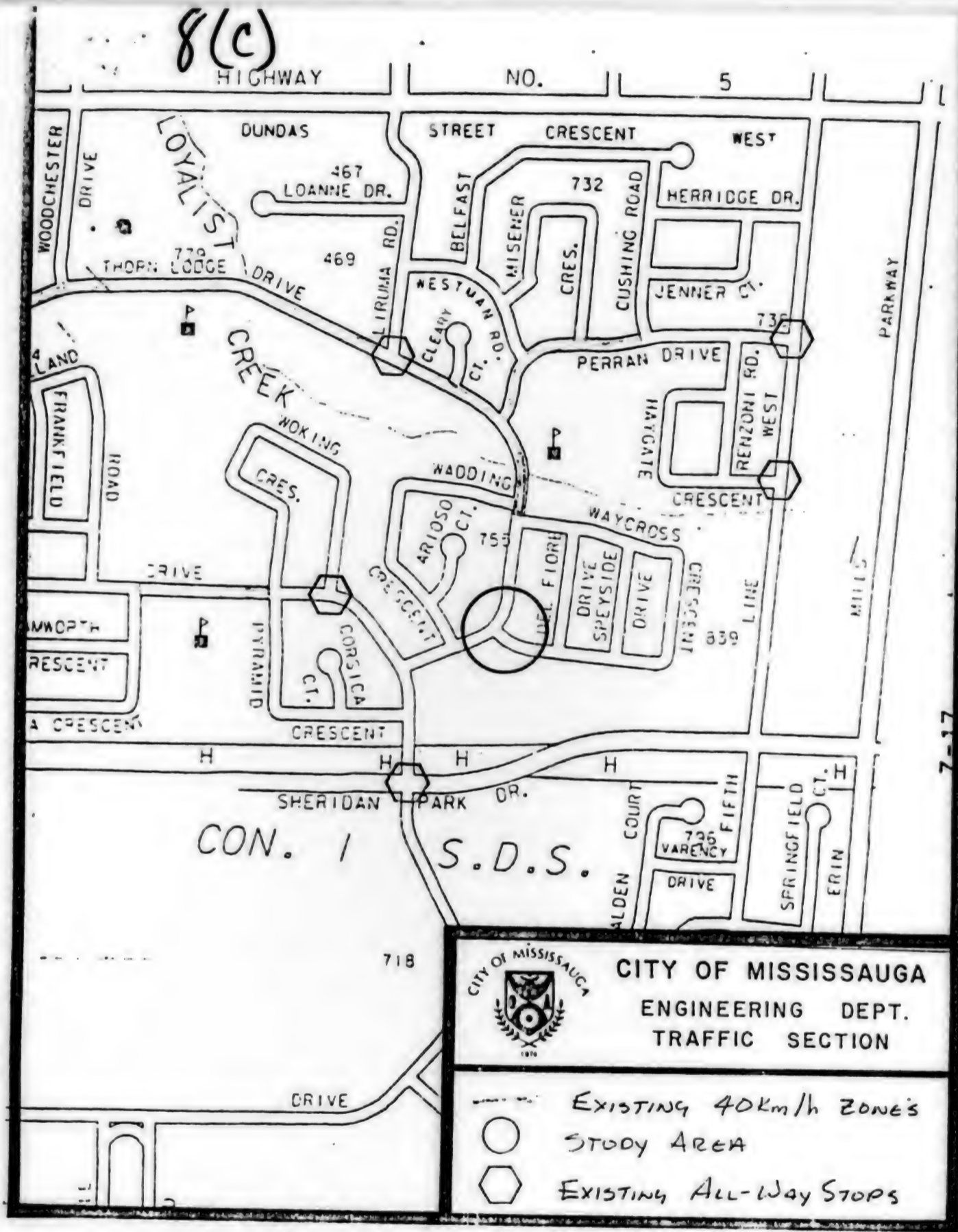
In 1982, the Engineering Department recommended that a stop sign be installed on Thorn Lodge Drive facing northbound vehicles. Waycross Crescent would continue to be controlled by a stop sign and southbound traffic on Thorn Lodge Drive would continue to be free flow. This recommendation was considered acceptable as the problem appeared to be associated mainly with northbound vehicles. Also, this form of intersection control is similar to that installed at the intersections of Birchview Drive/South Aldo Drive and Birchview Drive/Springhill Drive. At that time the amber flashing beacons were removed as they would conflict with the stop control, and it was felt they were not reducing vehicle speeds.

In conclusion, based on our recent studies, the Engineering Department feels that traffic conditions have not changed since our previous studies and action in 1982, and therefore cannot support the installation of an all-way stop at Thorn Lodge Drive and Waycross Crescent (south intersection).

RECOMMENDATION: That an all-way stop not be installed at Thorn Lodge Drive and Waycross Crescent (south intersection).


William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

 MJF/dab
0487E





CITY OF MISSISSAUGA

MEMORANDUM

File: 11 141 00045
11 161 00011
13 211 00056

4(a)

To: Chairman and Members of
Operations and Works Committee.
Dept. _____

From: William P. Taylor, P.Eng.,
Engineering and Works Dept.
Dept. _____

April 22, 1986.

OPERATIONS/WORKS MAY 14 1986

SUBJECT: Parking Restriction - Olympus Mews.

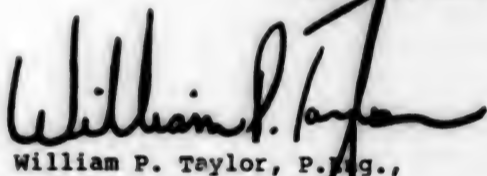
SOURCE: Councillor Southorn, Ward 9.


COMMENTS:

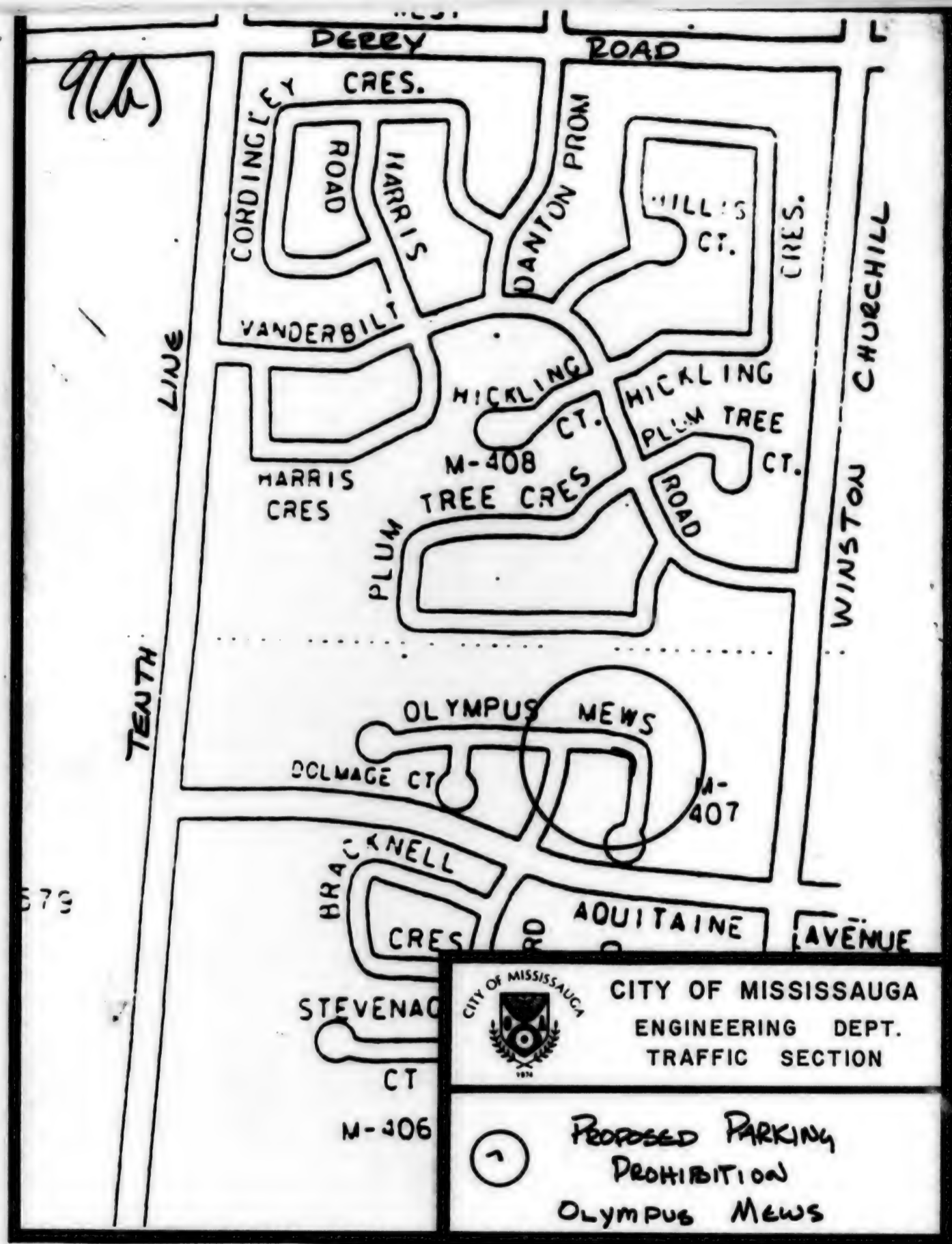
The Engineering Department has been advised that congestion occurs around the curve on Olympus Mews when vehicles park on both sides of the road.

Based on our review this could prove to be a hazardous situation. The Engineering Department therefore concurs with Councillor Southorn's recommendation to restrict parking on the inside of the curve only. It is felt that this restriction will increase sight lines and permit the unobstructed movement of the local residents.

RECOMMENDATIONS: That a By-law be passed to prohibit parking on Olympus Mews, south and west sides, from a point 61.0 m east of Edenwood Drive to a point 72.0 m easterly thereof, anytime.


William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

 MJF/dab
0487E
Attach.





10(a)

CITY OF MISSISSAUGA

MEMORANDUM

File: 11 141 00045
11 161 00011
13 211 00039

To Chairman and Members of
Dept. Operations and Works Committee.

From William P. Taylor, P.Eng.,
Dept. Engineering and Works Dept.

April 22, 1986.

OPERATIONS/WORKS MAY 14 1986

SUBJECT: Parking Prohibition on Queen Street (Streetsville) in front of Postal Station.

SOURCE: Councillor Southorn, Ward 9.

COMMENTS: The Engineering Department has been advised that the existing parking limits on Queen Street, between Kerr Street and Water Street, east side, are insufficient in handling Post Office patrons.

RECEIVED

ENTRY NO 3/79

DATE MAY 8 1986

FILE NO F.06.04.02

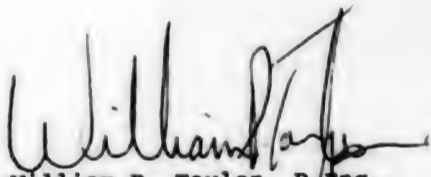
CITY'S DEPARTMENT

The existing parking prohibition allows parking for a one-hour maximum period. It is felt that due to the insufficient on-site parking spaces available at the Post Office, a better turnover rate could be obtained by limiting parking to only fifteen minutes.


This parking problem has occurred due to the increased number of residents using the postal facilities. It is felt that this new parking restriction will increase the availability of on-street parking spaces.

RECOMMENDATION:

That a by-law be passed to amend Traffic By-law 444-79, as amended, to allow parking on the east side of Queen Street from a point 15 m south of Kerr Street to a point 15 m north of Water Street for a maximum period of 15 minutes.



William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

 MJF/dab
0487E
Attach.





CITY OF MISSISSAUGA

MEMORANDUM

File: 11 141 00045
11 161 00011
13 211 00027

To: Chairman and Members of
Operations and Works Committee.
Dept.

From: William P. Taylor, P.Eng.,
Dept. Engineering and Works Dept.

MAY 14 1986

April 22, 1986.

OPERATIONS/WORKS

SUBJECT: Extended Parking on Lingfield Crescent.
SOURCE: Report Request No. 46-86 (Mr. O. LeBlanc, 4161 Lingfield Crescent.)
COMMENTS: The Engineering Department is in receipt of a letter from Mr. LeBlanc requesting extended parking on Lingfield Crescent. Mr. LeBlanc's family own four vehicles and do not have sufficient on-site space to accommodate all of these vehicles. Some have been parked on the street for periods greater than the permitted 3-hour limit and have received parking tickets.

RECEIVED

3180

MAY 8 1986

F.06.04.02

S DEPARTMENT

Engineering staff have reviewed these concerns, and find that the LeBlanc property could accommodate as many as three mid-size to compact vehicles, one in the garage and two parked in the driveway. It also appears that the driveway could be widened a few feet to allow for the parking of an additional vehicle (side-by-side).

With respect to on-street parking on Lingfield Crescent, due to narrow lot frontages and the positions of the driveways, there is little or no space available for the parking of vehicles. Space between driveways was measured and average 3-5 meters, curbside to curbside. In view of the by-law prohibiting parking within one meter of a driveway, a minimum space of 6 meters is required for on-street parking.

Since extended parking is only to be considered in neighbourhoods where less than 200% on-site parking is available, and where driveways cannot be expanded (approved by Council May 14, 1984) and since Mr. LeBlanc's property can accommodate greater than 200% and the driveway could be expanded, we cannot recommend extended on-street parking.

- RECOMMENDATIONS:
1. That extended parking not be implemented on Lingfield Crescent.
 2. That Mr. LeBlanc be advised of the above recommendation.

William P. Taylor
William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.



City of Mississauga

10X(4)

MEMORANDUM

File: 11 141 00045
12 111 00014

To Chairman and Members of
Dept. Operations and Works Committee

From William P. Taylor, P.Eng.,
Dept. Engineering and Works Dept.

OPERATIONS/WORKS MAY 14 1986 April 30, 1986

SUBJECT: Reserved Street Names - File A.03.04.06 F02.07.
ORIGIN: Public Works Committee Request 17-86.
COMMENTS: There are several ways that street names are proposed for City Streets. These ways are as follows:

RECEIVED

3/81
MAY 8 1986
F.02.07

WORKS DEPARTMENT

- (a) Developers or their consultants propose a list of names for use in specific subdivisions. These proposals usually include more names than are required in order to guarantee that enough are available after they have been placed before the Region of Peel Street Names Committee and the City Council.
- (b) Consultants often propose lists of names that they can draw on for future developments. These names are placed before the Region of Peel Street Names Committee and Council for approval. When approved they are placed on a reserve list for the consultant to use in future developments without having to go through the approval procedure.
- (c) Councillors often propose list of names that have been supplied by their constituents honouring special places or people who have contributed to the identity of the Municipality. These names are submitted to the Region of Peel Street Names Committee and the City Council for approval. When approved they are placed on a reserve list for the Municipality for future use.

If a reserved name has not been used five years after being approved by the Region of Peel Street Names Committee, the reservation status of the name is removed and the name is available for general use.

All street names are reviewed by the Region of Peel Street Names Committee to provide street names which are easy to spell and pronounce, not confusing when compared with other street names, and that are not duplicated within the Region of Peel. These requirements are necessary to provide safe emergency services such as fire and ambulance, and to simplify services such as mail, gas, telephone and public works.

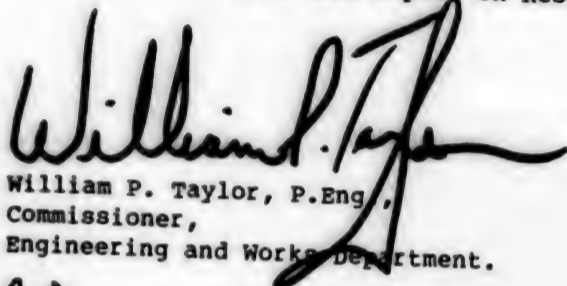
12(h)

- 2 -

Attached are lists of Street names which have been approved by the Region of Peel Street Names Committee and are reserved for specific consultants or the City of Mississauga. The list is constantly changing and is up-to-date as of April 30, 1986.

RECOMMENDATION:

That the report on Reserved Street Names be received.


William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.


DWR/dm
Attach.
04918

12(c)

AMBRO STREET NAMES RESERVE LIST

Blue Horizon Court

J. BOUSFIELD STREET NAMES RESERVE LIST

Alburne Court
Hexham
Pharos
Ribot
Worcester

G. ERIC HANSON ASSOCIATES LIMITED STREET NAMES RESERVE LIST

Balcombe
Belgrave Circle
Benares
Bourget
Brenchley
Brenscombe
Brody
Burrowhill
Burstow
Cranleigh
Davedon
Epping
Freshwater
Gore Mills
Gwinear
Hogan
Jaypeak
Kimmeridge
Kings Landing
Kings Inn Ct.

Lamorna
Ledbury
Lindisfarne
Mawdsley
Mishko
Pendleton
Pulteney
Queen Oval
Rockon
Rolling Stone
Sevenoaks
Shackleton
Tahoe
Tarrant
Tech Drive
Vail
Warwick
Wendron
Winterbourne
Wyatt

MARKBOROUGH STREET NAMES RESERVE LIST

Kessler
Langer
Lumberton Lane

MATTHEWS GROUP STREET NAMES RESERVE LIST

Talisman Court

121A)

R.G. DAVIDSON & ASSOCIATES LIMITED STREET NAMES RESERVE LIST

Amarillo	Quidaro
Asquith	Quinte
Auro	Raritan
Bancroft	Saida
Basilica	Senlac
Bethany	Shaughnessy
Bidwell	Stepney
Bonforte	Sturgis
Bradbury	Swinborne
Burdette	Tremaine
Camosun	Vatica
Cayswood	
Cricklewood	
Culmore	
Curlew	
Delavan	
Delestar	
Depew	
Dexter	
Doniphen	
Dougay	
Eckland	
Emerson	
Endicott	
Estes	
Ewing	
Fillmore	
Fitzroy	
Fortino	
Fosseydyke	
Goddard	
Hardesty	
Haydonbridge	
Hazenall	
Hermosa	
Ivandale	
Janitell	
Kalivas	
Kalyk	
Ketterman	
Kisbey	
Larkin	
Leroy	
Lewister	
Loretta	
Lovellen	
Masken	
Midlawn	
Nathanial	
Navano	
Orbison	
Ormindale	
Pendrill	

1d(12)

MISSISSAUGA/PEEL CONSULTANTS STREET NAMES RESERVE LIST

Bromont
Empress
Regal

SKIRA ASSOCIATES STREET NAMES RESERVE LIST

Chimo Court
Cossack Crescent
Opal
Romzen Court

TARO STREET NAMES RESERVE LIST

Binscarth
Bosworth
Butterworth
Carradine
Furness
Pegasus
Ruddington
Sagewood
Scollard

TESTIMONY STREET NAMES RESERVE LIST

Alegna
Capstone
Goodview

UNITED LANDS STREET NAMES RESERVE LIST

Bridewell Court

12481

J. ROGERS ASSOCIATES STREET NAMES RESERVE LIST

Alexis	Matilda
Alpine	Mecca
Apache	Micron
Athena	Milkwood Court
Babblebrook	Moonbrook
Bankhead	Mullen (Not Ave.)
Beachcomber	Mulroney
Bright Current	Nighthawk
Buccaneer	Northstar
Casablanca	Phantom
Castle Gregory	Plantation
Chateau Court	Quasar
Coach	Rapids
Coldspring Road	Remington
Coldwater	Ripple Crest
Crossriver	River Forest
Danube	Riverbend
Driftcurrent	Riverbrook
Excalibur	Rosanna
Exmore	Semenyk Court
Gladebrook	Shanghai
Golden Isles	Sheenriver
Grassbank	Shrewsbury
Heatbank	Simsbury
Hiddengrove	Skyway
High Springs	Southorn
Highbrook	Tradewinds
Horncastle	Trail Blazer
Jetstar	Tumblebrook
Journeyman	Venice
Lagoon Court	Vienna
Lancia	Vulcan
Lazy Current	Watergrove
Longboat	Waterwind
Mahoney	Whitewater
Marathon	Yorkshire Drive
Marco Polo	

12(g)

CITY OF MISSISSAUGA COUNCIL STREET NAMES RESERVE LIST

Acorn (Heritage Bank)	
Aerospace Drive	
Africa	
Andromeda	
Aquarius	
Arnstein	
Aylmer	
Ballinger (Streetsville Historical Society)	
Blackdale	
Boardwalk	
Botany Way	
Burnt Oak Circle	Serife Court
Business Park Boulevard	Sherriff's Close
Callisto	Sherwood Gate
Cedar Lane	Shipka Heights
Cherrywood	Sibbald (Streetsville Historical Society)
Clock Avenue	Spidola
Commonwealth	Stilecroft
David Hunting Drive	Summerville
Demolay	Ukraine
Development	VanDongens
Duckworth	Vega
Edencrest	Wellsfleet
Fasdon	Zagreb
Flora Square Drive	Zambri
Flora Supply Drive	
Flower Patch Drive	
Fornax	
Gemini	
Ghandi	
Grappa	
Greenbelt	
Gunstock	
Halstead	
Hammond Gate	
Herbert Avenue	
Hornby	
Horticultural Drive	
Italia	
Jutland	
Kariya Street	
Keyworth	
Killaby Place	
Lunar	
Magna Close	
Marc Garneau Boulevard	
Nanak	
Napier	
Redhill Road	
Riel Drive	
Roma	

13(a)

PLANNING & DEVELOPMENT CONSULTANTS

OPERATIONS/WORKS MAY 14 1986

April 30, 1986

City of Mississauga
Clerk's Department
1 City Centre Drive
Mississauga, Ontario
L5B 1M2

3051
MAY 5 1986
F.02.07

Attention: Mrs. K. Zammit

RE: Reserving Street Names for General Use
Your File F.02.07

Dear Mrs. Zammit:

Thank you for your letter of April 7th, 1986, with respect to the reserving of street names for general use by our firm.

It is our understanding that some concern was expressed at a recent meeting of the Operations and Works Committee concerning this practice.

In this regard, we would advise that street names, derived from various sources, are accumulated by our office over a period of time. When a sufficient bank has been compiled, a letter requesting consideration of these street names is forwarded to the City to be dealt with by the City and Region. In many instances several of these proposed street names are rejected owing to possible conflicts with existing street names etc. In turn, the street names, approved in principal by City Council, are placed in a reservation list held by the City for exclusive use by our firm. We would advise that many Developers pursue a theme for their project and, as such, this reservation bank offers them an opportunity to select several street names, which are indicative of the chosen theme, knowing that said names have been reviewed and approved in principal by City Council. A letter, containing the selected street names pertaining to the specific plan of subdivision is then forwarded by our office to the City for final approval.

.....2/

3564 HURONTARIO STREET,
MISSISSAUGA, ONTARIO L5B 1P3
TELEPHONE (416) 275-9000

JDL

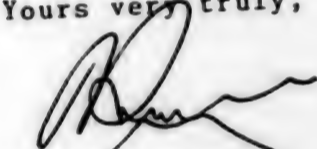
13/6

.....2/(con't)

In this fashion, a wide variety of street names for residential, industrial and commercial projects are made available for review and selection by the Developer. More importantly, the pre-approval of street names ensures that unnecessary and costly delays, owing to the rejection of street names during processing of final plans for registration and engineering drawings, is avoided.

We would appreciate if this short explanation could be made available to Council via Operations and Works Committee for information purposes and hopefully an endorsement for the continuation of this practice which has successfully occurred over a number of years. Should you have any further enquiries pertaining to this matter, please do not hesitate to contact our office.

Yours very truly,



John D. Rogers
JDR/jd

cc: Mr. R.G.B. Edmunds
Mr. W.P. Taylor
Mr. D.R. Billett



17(a)

City of Mississauga

MEMORANDUM

File ref: 15 111 00010

To Chairman and Members of the Operations
and Works Committee

From W.P. Taylor, P. Eng.
Dept. Engineering and Works

OPERATIONS/WORKS **MAY 14 1986**

May 5, 1986

SUBJECT: Curbside Recycling and Refuse
Collection Contract

ORIGIN: Engineering and Works Department

COMMENTS: There are two areas in the City that are experiencing a rapid
population growth. These are:

RECEIVED

3/82

MAY 8 1986

F.05.04.05

F.05.04.06

ENGINEERING DEPARTMENT

1. Tuesday's collection area which encompasses the City core,
and the high growth areas which are north of Burnhamthorpe
Road, between Cawthra Road and the Credit River.

2. Friday's collection area which encompasses the west side
of the City, north of the Q.E.W., particularly Erin Mills
West and Meadowvale West.

The effect of this growth is already becoming evident during
the last six months of the present contract, as the weekly
tonnages for Tuesday's area have been increasing steadily so
that tonnage collected is becoming excessively large.

In our instructions to Laidlaw regarding the preparation of
daily route maps, we advised him to take into consideration
the growth areas of the City, and if it is found that changes
are necessary during the term of the contract, then they are
to be proposed and approved for the June 2 commencement.

Laidlaw proposes that the following changes be made so that
their fleet is utilized efficiently and the refuse is picked
up during normal working hours. (see attached map)

1. The area east of Cawthra Road between the Q.E.W. and
Dundas Street over to Etobicoke Creek be removed from Tuesday's
collection and placed into Monday's collection area (Z 12 & 13).

2. The area west of the Credit River between the Q.E.W. and
Dundas Street over to Winston Churchill Blvd. be removed from
Friday's collection area and placed into Thursday's area.
(part of Z-17 and all of Z-18)

..2

14(h)

Chairman and Members of the Operations
and Works Committee
May 5, 1986
Page 2

COMMENTS: (cont'd)

Laidlaw proposes to inform every household in the areas effected of the change in collection day with door to door delivery of notices in conjunction with the delivery of the blue box and the recycling information.

Staff has contacted Waste Management, the contractor collecting refuse from apartments, and received his concurrence that the containerized pick-up schedules will be changed to coincide with Laidlaw's proposal.

It is not imperative that Waste Management complies with the change, however it will avoid some confusion, with the pick up of scrap by Laidlaw at the apartment buildings.

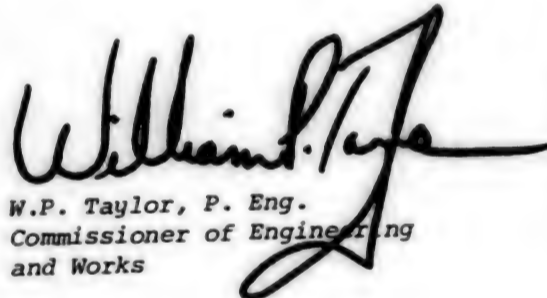
RECOMMENDATION:

That the Operations and Works Committee recommend to Council the following changes in the refuse collection schedule to commence on June 2, 1986 as follows.

1. The area bounded by Cawthra Road, Burnhamthorpe Road, the Etobicoke Creek and Dundas Street be redesignated from Tuesday's collection area to Monday's collection area.

2. The area bounded by the Credit River, the Q.E.W., Winston Churchill Blvd. and Dundas Street West be redesignated from Friday's collection area to Thursday's collection area.

W.P. Taylor
W.P. Taylor: AEMCD:rm


W.P. Taylor, P. Eng.
Commissioner of Engineering
and Works

14(c)

Pick-up Schedule and Areas

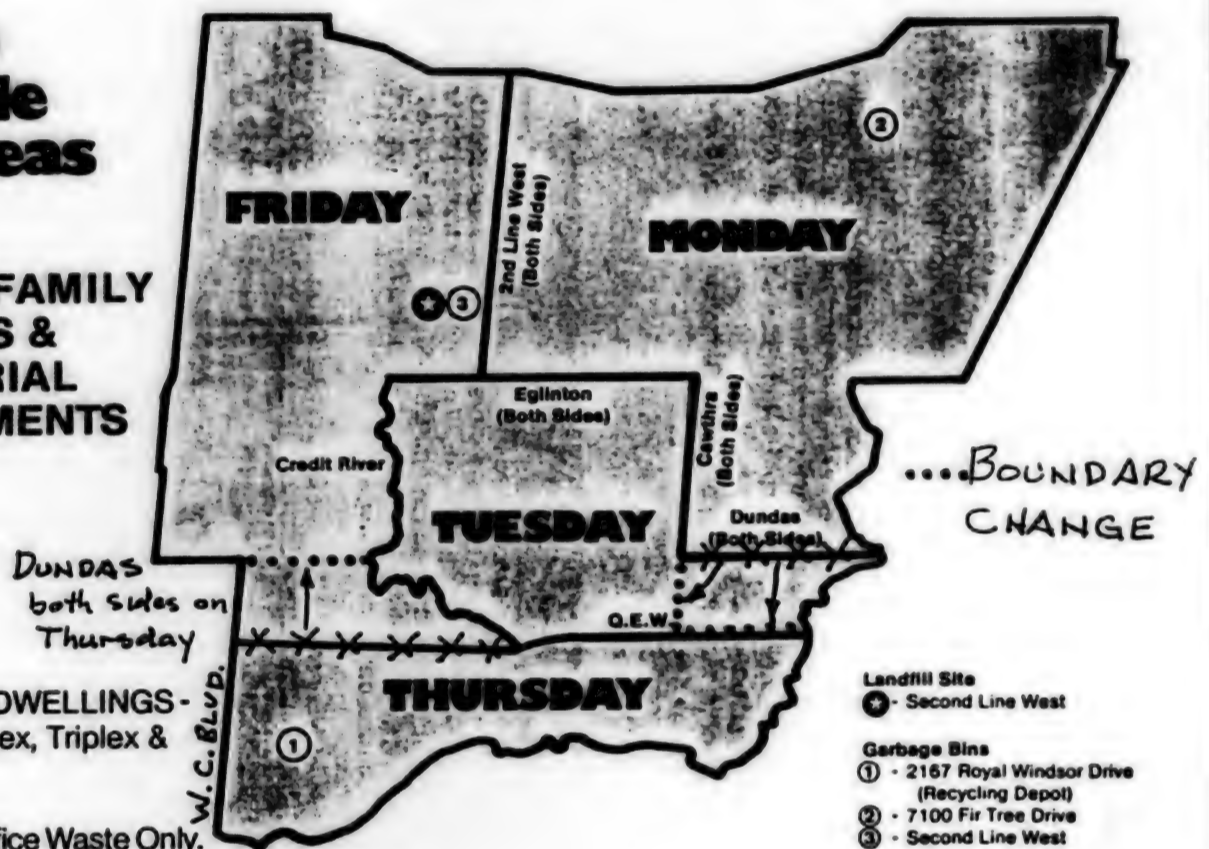
for

- SINGLE FAMILY DWELLINGS &
- INDUSTRIAL ESTABLISHMENTS

NOTE:

SINGLE FAMILY DWELLINGS -
Also include Duplex, Triplex &
Fourplex.

INDUSTRIAL - Office Waste Only.





City of Mississauga
MEMORANDUM

15(a)

To Operation & Works Committee
Dept. _____

From A. Franks
Commissioner
Dept. Building, Zoning & Licensing

RECEIVED

3/13

MAY 8 1986

L.07.01

DEPARTMENT

OPERATIONS/WORKS MAY 14 1986

April 23, 1986

REQUEST NO.: 307-85

CLERKS FILE NO.: L.07.01

SUBJECT: Non-smokers' rights.

ORIGIN: Letter dated December 2, 1985 from Dr. Jack Micay, Vice President, Non-Smokers Rights Association.

COMMENTS: On December 16, 1985 the City of Mississauga Council considered a letter dated December 2, 1985 from Dr. Jack Micay, Vice President, Non-Smokers Rights Association and an accompanying report which dealt amongst other matters with infractions concerning lack of "No Smoking" signs in two Mississauga shopping centres, namely Square I and Creditview Plaza (720-780 Burnhamthorpe Rd. W.). Dr. Micay concluded his letter by requesting a more rigorous enforcement of the regulation to ensure No Smoking signs are displayed where required by the By-law.

In response to Council's request for a report on this matter, Square I stores were inspected for compliance with the required No Smoking signs on January 17th and 18th, 1986 and a total of ninety non-compliance orders were issued. It must, however, be noted that Square I is at the present time undergoing a major renovation which has resulted in a number of stores being closed and a large number of stores being relocated. It is not, therefore, surprising that amidst this renovation and relocation, No Smoking signs may have been misplaced or altogether omitted.

The Square I stores were re-inspected again on February 14, 1986. At that time there were only thirty-nine stores which did not have No Smoking signs. The matter was followed up again by our By-law Enforcement Officers and we are pleased to report that to date all Square I stores which require No Smoking signs are in compliance.

Continued...../2

1 (M)
April 23, 1986
Continued.....Page 2


COMMENTS CONT'D: Creditview Plaza was initially inspected on January 22, 1986. A total of twenty-four notices were issued. To date, all stores requiring No Smoking signs are in compliance.

In the meantime, the Building Department By-law Enforcement Section embarked on a systematic program of checking all the plazas and shopping centres within the City of Mississauga for lack of No Smoking signs. To date, over forty shopping centres and strip plazas which include over six hundred and eighty individual stores have been inspected. Over the next few months this program will be followed up to ensure that all establishments within shopping centres and plazas requiring No Smoking signs are in compliance.

In addition to the above, Mississauga Hospital and Credit Valley Hospital were also inspected by one of our By-law Enforcement Officers. In the case of Mississauga Hospital, the By-law Enforcement Officer met with Mr. Sid Stacey, Director, Ambulatory Services & Planning and Chairman of Smoking Control Committee. The hospital's policy on smoking is that no smoking is allowed in the hospital except in designated areas. The hospital on the whole was well designated. There were a few areas which were of concern to the By-law Enforcement Officer and these were brought to the attention of Mr. Stacey who promised a review of the entire matter in the following committee meeting. As for Credit Valley Hospital, the By-law Enforcement Officer met with Mr. Doug Fenwick of the Environmental Services to review the situation in a few areas which were of concern to the Officer. These concerns have since been remedied.

In summary, the premises which were specifically named in the Non-Smokers Rights Association report are now in compliance with the requirements of the By-law. In addition, the Building Department By-law Enforcement Section has embarked on a City wide program to insure that No Smoking signs are posted where they are required.

RECOMMENDATION: That the report dated April 23, 1986 from the Commissioner of Building concerning letter dated December 2, 1985 from Dr. Jack Micay of the Non-Smokers Rights Association be received.


A. Franks
Commissioner
Building, Zoning & Licensing


MMN/bj

c.c. R. Campbell
M.C. Brown



City of Mississauga

MEMORANDUM

16(a)

To Operations & Works Committee

From A. Franks

Dept.

Commissioner

Dept.

Building, Zoning & Licensing

3184
MAY 8 1986

L.07.02.02

MAY 14 1986

OPERATIONS/WORKS

April 22, 1986

SUBJECT: Use of private individuals for the purpose of enforcement of parking control regulations on private property.

ORIGIN: Councillor L.C. Taylor's request dated April 7, 1986.

COMMENTS: Under the new Provincial Offences Act, Part II, which will shortly take effect, private individuals with the possible exception of bonafide security agencies are prohibited to enforce parking regulations on private property.

Under our present system of parking control (which will be shortly replaced by the new regulations as indicated above), private individuals, if appointed, can enforce parking regulations on private property. This, however, applies only to individual properties and then only with the permission of the owners. Therefore, a private individual cannot be appointed to enforce the parking regulation on all private properties. Furthermore, these individuals have to appear in court to testify in case of a dispute. Their records have to be immaculate and the tickets have to be written properly. In the past, we have had difficulties in all these areas and as a result, we are not, in general, in favour of appointing private individuals to enforce the parking regulations on private property. Moreover, as mentioned above, as soon as the Provincial Offences Act, Part II, takes effect, private individuals will no longer be able to act as enforcers of parking regulations on private property.

Continued...../2

1400

April 22, 1986
To: Operation & Works Committee
Continued.....Page 2

RECOMMENDATION: That the report dated April 22, 1986 from the Commissioner of Building concerning the appointment of private individuals to enforce parking regulations on private properties be received.



A. Franks
Commissioner
Building, Zoning & Licensing



c.c. R. Little



City of Mississauga

MEMORANDUM

17(a)

To Operations & Works Committee

From Terence L. Julian

Dept. _____

Dept. City Clerk

April 16, 1986.

MAY 14 1986

OPERATIONS/WORKS

LADIES AND GENTLEMEN:

SUBJECT: Partial closure of Stavebank Road, Part of Lot 11, Concession 1, South of Dundas Street, Part 9 on Reference Plan 43R-9333, File: E.02.02.02.12.

ORIGIN: Offer to Purchase from Marpal Properties Limited dated November 15, 1985.

COMMENTS: Pursuant to an Offer to Purchase submitted by Marpal Properties Limited dated November 15, 1985, which Offer was accepted by the City as per authorizing By-law 101-86 enacted and passed on January 27, 1986, the City has undertaken to convey lands surplus to the realignment of Mavis Road including part of Stavebank stopped up north of Paisley Boulevard West. In order to carry out the terms of the offer, it will be necessary to proceed with closure of Part 9 on Plan 43R-9333 pursuant to The Municipal Act, R.S.O. 1980.

RECOMMENDATION:

That the City Clerk be authorized to undertake the necessary procedures for the purpose of stopping up part of Stavebank Road described as Part 9 on Plan 43R-9333 and that the required lands be conveyed to Marpal Properties Limited in connection with the Offer to Purchase accepted by the City as per authorizing By-law 101-86.

MAY 8 1986

DEPARTMENT

PJS:le

Terence L. Julian, A.M.C.T., C.M.C.,
City Clerk.



CITY OF MISSISSAUGA

MEMORANDUM

18(a)

To MAYOR & MEMBERS OF COUNCIL

From L. W. Stewart,
City Solicitor,

Dept. _____

Dept. Legal

May 6, 1986.

OPERATIONS/WORKS MAY 14 1986

SUBJECT:

637294 Ontario Limited
Reconveyance of Part of Sight Triangle
Part Lot 16, Con. 1, N.D.S.

COMMENTS:

RECEIVED

3/85

MAY 8 1986

02/17/84

DEPARTMENT

One of the conditions of rezoning approval under File 02/17/84 required the conveyance of certain road widenings and one foot reserves along Hurontario Street and Matthews Gate. These lands were designated as Parts 3 through 7 on Plan 43R-12842 and were conveyed to the City by Inst. No. 732732 registered on November 1, 1985. At the time of the rezoning, a Plan showing the proposed building was considered and the rezoning By-law was drafted containing a provision requiring all site development plans to conform to a Schedule I building envelope premised upon the proposed building. The lands are presently zoned RCL3-Section 1359.

Due to a drafting misunderstanding, construction of the building in accordance with the originally proposed plans will place a concrete pillar at the south-east corner of the building upon part of the sight triangle earlier acquired by the City. Schedule I to the zoning By-law appears to have anticipated that this corner pillar would be located right at the limit between the boundary of the property and the sight triangle. In order to accommodate the building construction, the Engineering and Works Department has reviewed the siting of the building and the Department's requirements for a sight triangle at this intersection and is satisfied that part of the sight triangle earlier acquired by the City may be reconveyed to the landowner without prejudicing the City's requirements at this intersection. The portion to be reconveyed has now been designated as Parts 1 and 2 on Plan 43R-13445.

18(h)

-2-

RECOMMENDATION

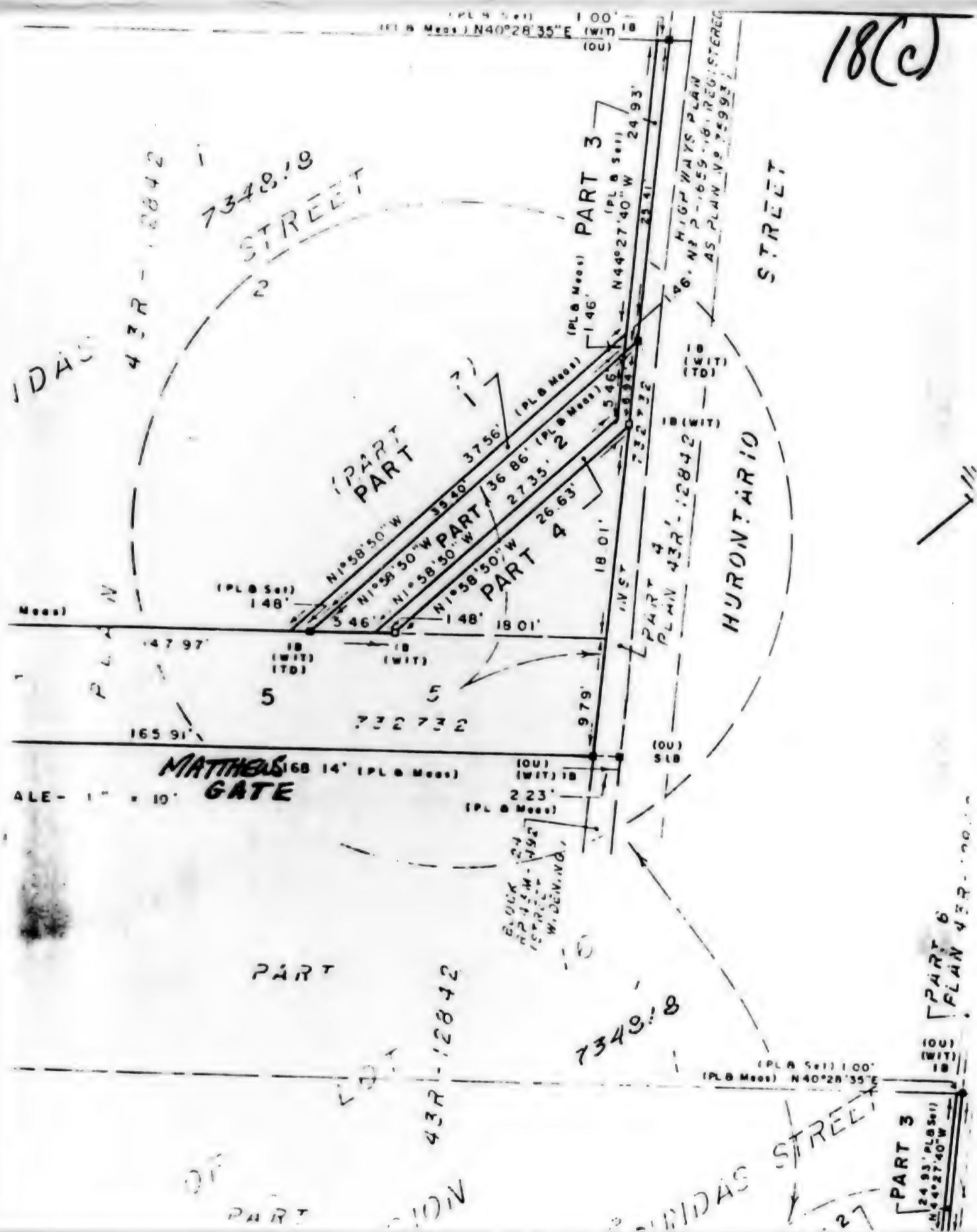
That a By-law be enacted authorizing execution of a Transfer from The Corporation of the City of Mississauga to 637294 Ontario Limited of that part of Lot 16, Con. 1, N.D.S. designated as Parts 1 and 2 on Plan 43R-13445.



L. W. Stewart,
City Solicitor,
Legal Department.

²⁴
GSS/jm

cc W. P. Taylor, Engineering.



REPORT NO. 4-86

To: The Operations and Works Committee of the City of
Mississauga

LADIES AND GENTLEMEN:

The Traffic Safety Council presents its fourth report and recommends:

- 40-86 (a) That Councillor D. Cook be appointed Chairman of the
Traffic Safety Council for the present term of office
to December 31, 1986.
- (b) That Mrs. D. Stewart be appointed Vice-Chairman of
the Traffic Safety Council for the present term of
office to December 31, 1986.

A.03.04.11.02
(TSC-40-86)

- 41-86 That the letter dated April 10, 1986, from L. W. Stewart,
City Solicitor, with regard to insurance for Citizen
Members of the Traffic Safety Council, be received.

A.03.04.05
G.03.01
(TSC-41-86)

- 42-86 That the Peel Board of Education be requested:

- (a) to advise the Principal of Shelter Bay Public School
that the pathway route is the approved walking route
to school.
- (b) to direct the Principal of Shelter Bay Public School,
in conjunction with the Peel Regional Police, to
institute an education program in September 1986, for
parents and students, to encourage the use of the
proper route to school.

F.06.03.02
(TSC-42-86)

- 43-86 That Ecole Saint-Jean-Baptiste be incorporated into the
School Patrollers Program as requested in the letter dated
April 22, 1986, from Mr. Renaud Courchesne, Ecole
Saint-Jean-Baptiste.

F.06.03.07
(TSC-43-86)

CITY OF MISSISSAUGA

MINUTES

MEETING FOUR EIGHTY-SIX

NAME OF COMMITTEE: OPERATIONS & WORKS COMMITTEE

DATE OF MEETING: WEDNESDAY, MAY 14, 1986, 9:35 A.M.

PLACE OF MEETING: COUNCIL CHAMBERS

MEMBERS PRESENT: Councillor H. Kennedy
Councillor L. Taylor
Councillor F. McKechnie
Councillor D. Culham
Councillor D. Cook (Chairman)
Councillor T. Southorn

MEMBERS ABSENT: Nil

OTHERS PRESENT: Mayor H. McCallion
Councillor M. Prentice

STAFF PRESENT: Mr. D. Lychak, City Manager
Mr. W. P. Taylor,
Commissioner of Engineering & Works
Mr. A. E. McDonald, Engineering & Works
Mr. A. Franks, Commissioner of Building
Mrs. K. Zammit, Committee Coordinator

DEPUTATIONS - Nil

1. Report dated April 25, 1986, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to the temporary closure of Winston Churchill Boulevard at Split Maple Gate, to facilitate extensive servicing works required for the development of lands in Neighbourhood 502 of the Erin Mills West district.

This report was deleted as the matter was dealt with by Resolution 268-86 (May 12, 1986).

F.02.04.03
DELETED

May 14, 1986

2. Report dated April 30, 1986, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to a draw on the developer's securities for the completion of a retaining wall on Lots 33 to 39 inclusive, Plan 43M-493, Blue Cedar Phase II Subdivision, located west of Hurontario Street and north of Dundas Street West.

Mr. Taylor advises that under the terms of the Servicing Agreement, the developer is responsible to ensure that any required retaining walls are erected to the satisfaction of the Engineering and Works Department. Fram Construction, the builders of Lots 33 to 39 inclusive, and a number of homeowners have expressed their concerns that lot grading cannot commence until the retaining wall has been constructed. Staff prepared a letter to PHI International dated April 29, 1986, requesting a satisfactory response by May 14, 1986, as to when this work will be undertaken.

Mr. Taylor recommends:

- (a) That in the event the developer does not provide a satisfactory response by May 14, 1986, the Commissioner of Engineering and Works be authorized to make arrangements to construct the retaining wall on Lots 33 to 39 inclusive, Plan 43M-493, Blue Cedar Subdivision, located west of Hurontario Street and north of Dundas Street West.
- (b) That the Commissioner of Engineering and Works be authorized to engage F.J. Reinders Ltd. for engineering supervision of the construction.
- (c) That the City Treasurer be authorized to draw on the developer's Letter of Credit to defray the costs incurred by the City pursuant to Recommendations (a) and (b), at an estimated cost of \$18,000.00.

Councillor L. Taylor moved that the recommendation in the report be adopted, then enquired as to any measures which can be taken to rectify the problems of apparent indiscriminate dumping in the parking lot located off Confederation Parkway, which lands are owned by the subject developer.

The Commissioner responded that his department would investigate the matter, and that any dumping in that area should be brought to the attention of the By-law Enforcement Office.

Councillor Taylor's motion was then voted on and carried.

B.06.493.02

See Recommendation OW-80-86 (Councillor L. Taylor)

ADOPTED

3. Report dated May 6, 1986, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to the assumption of the municipal works for Consumers' Subdivision, Plan M-315, located north of Burnhamthorpe Road West and west of Mavis Road.

Mr. Taylor advises that the subject development consists of 61 single and semi-detached residential lots. As far as the Engineering and Works Department is concerned, the developer has complied with the requirements of the Engineering Agreement for the installation of municipal services.

He notes that there remains a few short lengths of sidewalk fronting Blocks 63-66, (currently under construction) for which Consumers has paid cash-in-lieu in the amount of \$4,731.60. This work will be performed under the Subdivision Repairs Contract. An amount of \$4,000.00 shall also be retained on the developer's Letter of Credit to guarantee the completion of lot grading and boulevard sodding on Blocks 63-66.

Mr. Taylor recommends:

- (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Engineering Agreement for Consumers' Subdivision, Plan M-315, located north of Burnhamthorpe Road West and west of Mavis Road.
- (b) That the Letter of Credit for the Engineering Agreement for Plan M-315, be reduced from the present value of \$185,328.19 to \$4,000.00.
- (c) That upon completion of the lot grading and boulevard sodding of Blocks 63-66 to the satisfaction of the Commissioner of Engineering and Works, the Letter of Credit for Plan M-315 be returned to the developer, Consumers' Realty Limited.
- (d) That a by-law be enacted establishing the road allowance within Plan M-315, as public highway and part of the municipal system of the City of Mississauga.

May 14, 1986

A verbal motion by Councillor H. Kennedy to adopt the recommendation in the report was voted on and carried.

B.06.315.02

See Recommendation OW-81-86 (Councillor H. Kennedy)

ADOPTED

4. Report dated May 6, 1986, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to the assumption of the municipal works for Taro Subdivision, Plan M-302, located north of Burnhamthorpe Road West and west of Mavis Road.

Mr. Taylor advises that the subject development consists of 394 single and semi-detached residential lots, 1 commercial block and 1 school block. As far as the Engineering and Works Department is concerned, the developer has complied with the requirements of the Engineering Agreement for the installation of municipal services.

He notes that there are major asphalt repairs required on Rathburn Road and to a lesser extent on the internal roads, the estimated cost of which is \$35,000.00. The developer has authorized the City to draw this amount from the Letter of Credit (current value \$75,823.18) securing the Engineering works. The required repairs will be performed by the Department under the Subdivision Repairs Contract.

The developer has also authorized the City to draw \$26,500.00 from the Letter of Credit and pay this amount to the Ultrend Development Corporation and H. & L. Construction Limited, which payment represents the contribution towards the West Creditview Separate School Site which was funded by Ultrend Developments and H. & L. Construction.

Mr. Taylor recommends:

- (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Engineering Agreement for Taro Subdivision, Plan M-302, located north of Burnhamthorpe Road West and west of Mavis Road.
- (b) That the City Treasurer be directed to draw the amount of \$35,000.00 for road repairs from the Letter of Credit for Plan M-302 (current value \$75,823.18) and credit this amount to the Subdivision Repairs Account P.N. 17 111 85157.

May 14, 1986

- (c) That the City Treasurer be further directed to draw the amount of \$26,500.00 (Taro Properties Inc. contribution towards the West Creditview Separate School Site) from the Letter of Credit securing Plan M-302 and pay this amount in trust, to the firm of Tannahill, Lockhart & Clark (201 City Centre Drive, Suite 609, Mississauga, Ontario, L5B 2T4) representing Ultrend Developments Inc. and H. & L. Construction Limited.
- (d) That the remaining securities for the Engineering Agreement for Plan M-302, be released to the developer, Taro Properties Incorporated.
- (e) That a by-law be enacted establishing the road allowance within Plan M-302, as public highway and part of the municipal system of the City of Mississauga.

A verbal motion by Councillor H. Kennedy to adopt the recommendation in the report was voted on and carried.

B.06.302.02

See Recommendation OW-82-86 (Councillor H. Kennedy)

ADOPTED

5. Report dated May 1, 1986, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to a reduction in the Letter of Credit for Plan M-401 for the developer's share for a possible pedestrian grade separation to be installed across Hwy 10 at some point south of Rathburn Road, north of Robert Speck Parkway.

Mr. Taylor advises that the Engineering Agreement which includes this provisions also provides that if the pedestrian grade separation is not constructed within 10 years (February 1991), or if it is the decision of the City that it is not required, the Letter of Credit shall be returned to the developer who shall have no further obligations in that regard.

General Committee Recommendation 82-86 (January 27, 1986) provides that the City Centre Secondary Plan is revised with respect to the pedestrian system, including the deletion of the subject possible pedestrian grade separation.

Mr. Taylor recommends:

That the Letter of Credit in the amount of \$150,000.00 to secure the pedestrian grade separation across Hwy 10 at some point south of Rathburn Road, north of Robert Speck Parkway, pursuant to the Engineering agreement for Plan M-401, be returned to the developer, Urban Equities Limited.

In response to an enquiry by Councillor L. Taylor as to the status of the return of the Letter of Credit for the creek crossing held by the municipality with respect to this subdivision, the Commissioner responded that there some matters which are yet to be resolved.

A verbal motion by Councillor Taylor to adopt the recommendation in the report was voted on and carried.

M-401

See Recommendation OW-83-86 (Councillor L. Taylor)

ADOPTED

6. Report dated April 30, 1986, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to Tapestry Trail, within Plan 43M-460, located north of Burnhamthorpe Road West, east of Ponytrail Drive (Request for Report 221-85).

The Commissioner was requested to comment on the feasibility of cul-de-sacking Tapestry Trail at Rathburn Road, the subject being raised during debates on the sidewalk location within the subdivision.

Mr. Taylor advises that creating a cul-de-sac is not possible as lands outside the normal right-of-way would be required and these lands are now residential buildings.

The only alternative then is to dead end the street without a turn around; however, this is not satisfactory to the Engineering and Works Department as it does not allow garbage trucks and service vehicles to turn around safely nor does it allow for efficient snow removal/storage. Moreover, the entire area would be left with only one entrance and this is undesirable from an emergency access standpoint.

Mr. Taylor advises that it was understood that the request was made with a view to reducing traffic and thereby eliminating the need for a sidewalk, which the Department cannot support.

May 14, 1986

With respect to a suggestion the Tapestry Trail become a one-way street, this would not be supportable either from a traffic reduction or sidewalk elimination viewpoint, and may serve to increase vehicle speed.

The City Manager recommends:

- (a) That no further action be taken to either dead end and/or make Tapestry Trail a one way street, within Plan 43M-460, located north of Burnhamthorpe Road West, east of Ponytrail Drive.
- (b) That the sidewalk on the north-west side of Tapestry Trail be installed in 1986, in accordance with Resolution 456-85 (August 14, 1985).

Councillor M. Prentice advised that she has circulated a copy of this report to the residents of Tapestry Trail who continue to be concerned that the sidewalks will be constructed. She explained that it is her understanding that only one homeowner is in favour of the sidewalk installation.

Mr. Taylor advised that there may be some argument by that one resident that he purchased his home knowing that the plans for the subdivision showed a sidewalk at this location.

Councillor Prentice indicated that she has requested the homeowners to review this report and then contact her with their decision.

Mr. L. W. Stewart, City Solicitor, advised that he would appreciate an opportunity to review this matter before submitting a legal opinion.

Mayor H. McCallion expressed concern that this issue has apparently become somewhat of a neighbourhood quarrel. Councillor T. Southorn indicated that the sidewalk is to be installed for the safety of the residents of this road which will be a direct link between Burnhamthorpe Road and Ponytrail Drive.

In accordance with a suggestion by the Commissioner of Engineering & Works, Councillor D. Culham moved that this matter be deferred to the next meeting of this committee, at which time a report can be available from the City Solicitor, which motion was voted on and carried.

B.06.460.02

DEFERRED

May 14, 1986

7. Report dated April 30, 1986, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to the 5th Annual St. Andrew's 10k Classic Road Race to be held on Saturday, June 21, 1986.

Mr. Taylor advises that the Church group has requested permission to restrict traffic on Lakeshore Road, and to close a portion of Stavebank Road for the race, along a route very similar to last year's - commencing on Stavebank Road opposite St. Andrew's Church, south to Lakeshore Road, west to Lorne Park Road, back east on Lakeshore Road to Shaw Street returning to Stavebank Road and the Church area.

Due to the high volume of participants it is expected that traffic on Lakeshore Road at Stavebank Road will be interrupted for approximately 3 - 5 minutes, under the control of the Peel Regional Police. In order to minimize traffic delays, the race will utilize the two south side lanes of Lakeshore Road, while two-way traffic is maintained within the two north side lanes. All traffic control will be handled by the Police, while the placement of fluorescent traffic cones will be handled by the Race Committee under Police supervision.

Mississauga Transit has advised that they have no concerns.

The Port Credit Business Association and the merchants of Stavebank Road have approved of the race route and road closure. Permission has been received to use the Port Credit Library parking lot.

Mr. Taylor advises that advance notification signs will be erected and a small number of portable 'Emergency No Parking' signs will be supplied for use at the race start and finish area.

He confirms that the Engineering and Works Department and the Peel Regional Police have no objections to this race proposal, subject to the usual conditions for special events being satisfied, and recommends:

- (a) That the St. Andrew's Race Committee be granted permission to hold the fifth annual 10k road race along the above route and close Stavebank Road between Lakeshore Road and Park Street during the hours of 7:30 a.m. and 9:30 a.m. on Saturday, June 21, 1986 subject to the following conditions:
 - i) that a road closure and restriction permit be completed with the Engineering and Works Department at least five days prior to the event,

May 14, 1986

- ii) that proof of liability insurance in the amount of \$2,000,000.00 be submitted at the time of the completion of the permits,
 - iii) that all race marshalling, cone placement and traffic control be under the control and supervision of the Peel Regional Police,
 - iv) That any works undertaken by the Engineering and Works Department, other than the advance signs and 'Emergency No Parking' signs, be at the expense of the applicant.
- (b) That a by-law be passed authorizing the temporary closure of Stavebank Road.

A verbal motion by Councillor D. Culham to adopt the recommendation in the report was voted on and carried.

F.02.04.02

See Recommendation OS-84-86 (Councillor D. Culham)

ADOPTED

8. Report dated May 1, 1986, from Mr. W. P. Taylor, Commissioner of Engineering & Works, pursuant to a petition from the residents of Thorn Lodge Drive, for an all-way stop at the intersection of Thorn Lodge Drive and Waycross Crescent (Request for Report 51-86).

Mr. Taylor advises that the residents have been in contact with Councillor Mahoney recently, and Councillor Culham in the past, with respect to the number of vehicles leaving the roadway at the curve near the intersection of Thorn Lodge Drive and Waycross Crescent (south intersection). The residents have been requesting the installation of an all-way stop to alleviate this problem.

Most of the vehicles leaving the roadway at this location are able to leave the scene unidentified and therefore there have only been two reportable accidents to date involving the Peel Regional Police. Most of these incidents occur when road surface conditions are less than ideal. This is confirmed by the results of a recent vehicle speed survey in the 50 km/h zone, on Thorn Lodge Drive, north of Waycross Crescent (south intersection). Under ideal weather conditions, results of our calculations revealed an 85%ile speed of 55 km/h in the am peak hour, which does not warrant Police enforcement and is consistent with the results of previous studies at this location.

May 14, 1986

Mr. Taylor advises that he cannot recommend the installation of an all-way stop since the sight distance to a stop sign for southbound vehicles would be restricted due to the curve in Thorn Lodge Drive and the trees planted in the boulevard. Even if these trees were to be removed, southbound sight distances would be obstructed by parked vehicles and conditions beyond the Department's control, due to the fact that a southbound motorist's view of this stop sign would be across private property.

Other solutions to the residents concerns have been sought - checkerboards, with temporary flashers, have been installed as well as advance curve warning signs.

In 1982, a stop sign was installed on Thorn Lodge Drive facing northbound vehicles. Waycross Crescent continues to be controlled by a stop sign and southbound traffic on Thorn Lodge Drive continues to free flow. This was considered acceptable as the problem appeared to be associated mainly with northbound vehicles. Also, this form of intersection control is similar to that installed at the intersections of Birchview Drive/South Aldo Drive and Birchview Drive/Springhill Drive.

Mr. Taylor concludes that traffic conditions have not changed since 1982, and therefore cannot support the installation of an all-way stop, and recommends:

That an all-way stop not be installed at Thorn Lodge Drive and Waycross Crescent (south intersection).

In the absence of the Ward Representative, Councillor S. Mahoney, Councillor F. McKechnie moved that this matter be referred to Council, without recommendation, which motion was voted on and carried.

F.06.04.05, F.06.01

REFERRED TO COUNCIL WITHOUT RECOMMENDATION

9. Report dated April 22, 1986, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to traffic congestion around the curve on Olympus Mews when vehicles park on both sides of the road.

Mr. Taylor advised this could prove to be a hazardous situation, and concurs with the recommendation of Councillor T. Southorn to restrict parking on the inside of the curve only, thereby increasing sight lines and permitting unobstructed movement of local residents. He recommends:

May 14, 1986

That a by-law be passed to amend Traffic By-law 444-79, as amended, to prohibit parking anytime on Olympus Mews, south and west sides, from a point 61.0m east of Edenwood Drive to a point 72.0 easterly thereof.

A verbal motion by Councillor T. Southorn to adopt the recommendation in the report was voted on and carried.

F.06.04.02

See Recommendation OW-85-86 (Councillor T. Southorn)

ADOPTED

10. Report dated April 22, 1986, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to a parking prohibition of Queen Street (Streetsville) in front of the Postal Station.

Mr. Taylor advises that the existing parking limits on the east side of Queen Street, between Kerr Street and Water Street are insufficient due to the increased number of residents using the postal facilities.

He suggests that a better turnover rate could be obtained by limiting parking to only 15 minutes instead of the present 1 hr maximum, thereby increasing the availability of on-street parking spaces, and recommends:

That a by-law be passed to amend Traffic By-law 444-79, as amended, to allow parking on the east side of Queen Street from a point 15m south of Kerr Street to a point 15m north of Water Street for a maximum period of 15 minutes.

A verbal motion by Councillor T. Southorn to adopt the recommendation in the report was voted on and carried.

F.06.04.02

See Recommendation PD-86-86 (Councillor T. Southorn)

ADOPTED

11. Report dated April 22, 1986, from Mr. W. P. Taylor, Commissioner of Engineering & Works, pursuant to a request from Mr. O. LeBlanc that parking be permitted on at least one side of Lingfield Crescent (Request for Report 47-86).

May 14, 1986

Mr. Taylor advises that there is not sufficient on-site space to accommodate the 4 LeBlanc family vehicles, some of which have been parked on the street for periods greater than the permitted 3-hour limit and have received parking tickets.

Engineering staff have reviewed these concerns, and find that the LeBlanc property could accommodate as many as 3 mid-size to compact vehicles (1 in the garage and 2 in the driveway), and note that the driveway could be widened a few feet to allow for the parking of an additional vehicle (side-by-side).

With respect to on-street parking on Lingfield Crescent, due to narrow lot frontages and the positions of the driveways, there is little or no space available for the parking of vehicles. Space between driveways was measured and average 3-5 meters, curbcut to curbcut. In view of the by-law prohibiting parking within 1m of a driveway, a minimum space of 6m is required for on-street parking.

Since extended parking is only to be considered in neighbourhoods where less than 200% on-site parking is available, and where driveways cannot be expanded and since Mr. LeBlanc's property can accommodate greater than 200% and the driveway could be expanded, he recommends:

That extended parking not be implemented on Lingfield Crescent.

A verbal motion by Councillor D. Culham to adopt the recommendation in the report was voted on and carried.

F.06.04.02

See Recommendation OW-87-86 (Councillor D. Culham)

ADOPTED

12.

Report dated April 30, 1986, from Mr. W. P. Taylor, Commissioner of Engineering & Works, pursuant to a request from the former Public Works Committee, requesting clarification of the "banks" of street names reserved by developers and Members of Council (Request for Report 17-86).

Mr. Taylor advises that there are several ways that street names are proposed for City Streets, as follows:

- developers/consultants propose names for use in specific subdivisions,
- consultants propose names to be drawn on for future developments,

- Members of Council propose names that have been supplied by their constituents honouring special places or people who have contributed to the identity of the municipality.

Upon approval of these proposed names by the Region of Peel Street Names Committee and Council, they are placed on a reserve list.

If a reserved name has not been used 5 years after approval, the reservation status of the name is removed and the name is available for general use.

All street names are reviewed by the Region of Peel Street Names Committee to provide street names which are easy to spell and pronounce, not confusing when compared with other street names, and that are not duplicated within the Region of Peel. These requirements are necessary to provide safe emergency services such as fire and ambulance, and to simplify services such as mail, gas, telephone and public works.

He attaches lists of the reserved street names, as of April 30, 1986.

Mr. Taylor recommends:

That the report dated April 30, 1986, from Mr. W. P. Taylor, Commissioner of Engineering & Works, to the Operations & Works Committee on May 14, 1986, clarifying the "banks" of reserved street names, be received for information.

Councillor H. Kennedy moved that the report be received for information, and stated that he felt the present procedure for approving street names should not be changed.

In response to a concern by Councillor F. McKechnie, Mr. Taylor advised that while he would have to verify it, he does not believe that the municipality could be sued for approving the assigning of a street name contrary to the banks of reserved names.

There was some concern that the banks of reserved names was not up to date and/or correct, eg "Trillium Lane" was approved for use by John D. Rogers and Associates and the name does not appear in that bank; "Southorn" was deleted as an approved street name yet the name still appears on the list; in the bank of names reserved for use by John D. Rogers and Associates if the name "Mullen" is for the Councillor for Ward 2, the spelling is incorrect; the name "Summerville" in the City's bank has already been assigned.

May 14, 1986

Councillor T. Southorn expressed concern that "Southorn" still appears on the bank of reserved street names, and moved that the name be deleted. He also moved that, as a policy, street names proposed in recognition of any person not be approved without the consent of that individual, or the family in the event that the person is deceased.

Mayor H. McCallion expressed concern that the procedure for street naming has become steadily more complicated, and advised that she could not see why a developer/consultant should have a bank of street names reserved for exclusive use. While she supports the concept of reserving street names, they should not be reserved for exclusive use by anyone. She then made a motion in this regard, ie that street names not be reserved for exclusive use, but in a general bank maintained for the municipality.

Mayor McCallion also moved that a committee be established, comprised of 5 citizens appointed through the local historical societies, to report through the Operations & Works Committee, to make recommendations regarding street names.

There was some discussion as to the appropriateness of naming a street after an elected official who is still in office.

The Chairman then called the vote on the motions:

- Councillor Kennedy's motion to receive the report - carried,
- Councillor Southorn's motion to delete the name "Southorn" - carried,
- Councillor Southorn's motion regarding the approval of street names only with the consent of the person (or family) being recognized - carried,
- Mayor McCallion's motion to maintain a reserved list for the municipality only - carried,
- Mayor McCallion's motion to establish a committee - lost.

A.03.04.06, F.02.07

See Recommendation OW-88-86 (Councillor H. Kennedy - (a),
Councillor T. Southorn - (b/c)
Mayor H. McCallion (d))

13. Letter dated April 30, 1986, from Mr. John Rogers of John D. Rogers & Associates, pursuant to a concern of the former Public Works Committee with respect to the practice of reserving street names specifically for general use by consultants (Request for Report 67-86).

Mr. Rogers advises that street names are accumulated by his office and a request for consideration forwarded to the municipality when a sufficient bank has been compiled. Several are rejected owing to possible conflicts, and those approved in principle by Council are placed in a reservation list for exclusive use by his firm. Many developers pursue a theme for a project and the reservation bank offers an opportunity to select several street names which are indicative of the chosen theme, knowing that they have been reviewed and approved in principle. The selected street names for a specific plan of subdivision are then forwarded for final approval.

He explains that in this fashion a wide variety of names are made available for review and selection by the developer. More importantly, the preapproval ensures that unnecessary and costly delays in processing are avoided.

A verbal motion by Councillor L. Taylor to receive the letter for information was voted on and carried.

F.02.07

See Recommendation OW-89-86 (Councillor L. Taylor)

RECEIVED

14. Report dated May 5, 1986, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to the curbside recycling and refuse collection contract.

Mr. Taylor advises that there are 2 collection areas experiencing a rapid population growth:

- Tuesday's collection area which encompasses the City core and the area north of Burnhamthorpe Road between Cawthra Road and the Credit River,
- Friday's collection area which encompasses the west side of the City, north of the QEW, particularly Erin Mills West and Meadowvale West.

Pursuant to instructions that growth areas be taken into consideration in the preparation of daily route maps, the new refuse collection contractor, Laidlaw, has submitted a proposal so that their fleet is utilized efficiently and refuse is picked up during normal working hours. They will inform every household involved of the changes by including notices as the blue boxes and recycling information are delivered.

Waste Management, the contractor collecting refuse from apartments, has concurred that containerized pick-up schedules will be changed to coincide with Laidlaw's proposal.

Mr. Taylor recommends:

That the following changes in the refuse collection schedule be implemented on June 2, 1986:

- (a) the area bounded by Cawthra Road, Burnhamthorpe Road, the Etobicoke Creek and Dundas Street, be redesignated from Tuesday's collection area to Monday's collection area,
- (b) the area bounded by the Credit River, the QEW, Winston Churchill Boulevard and Dundas Street, be redesignated from Friday's collection area to Thursday's collection area.

Councillor D. Culham moved adoption of the recommendation in the report.

With respect to the upcoming recycling program, Councillor D. Cook requested clarification of the information being provided for the residents, explaining that residents of the Applewood Acres area have received the blue boxes; however, the written information is incomplete. He also expressed concern that apparently many residents of the City are not aware that as of June, there is twice weekly garbage collection.

Mr. Taylor requested that any Member of Council who is aware that a particular area has not received the appropriate information notify his office and the matter will be investigated. It was noted that the information in the blue boxes may blow away because the boxes are not covered.

Ms Olga Carmen, Director of Public Affairs, advised the Committee as to what information is included in the blue boxes.

Mayor H. McCallion advised that with a program of this magnitude, problems are to be expected; what is important is to react immediately.

In response to a concern expressed by Mayor McCallion, Mr. Taylor advised that scavenging newspaper left for pick-up is illegal and if this activity occurs, the appropriate action will be taken.

Responding to a query by Councillor M. Prentice, Mr. Taylor confirmed that the boundaries noted in part (a) of the recommendation are incorrect and should be amended to replace "Burnhamthorpe Road" with "the QEW".

May 14, 1986

Councillor Culham amended his original motion to adopt the recommendations in the report, as amended as noted by the Commissioner. The motion was then voted on and carried.

F.05.04.05, F.05.04.06

See Recommendation OW-90-86 (Councillor D. Culham)

AMENDED

15. Report dated April 23, 1986, from Mr. A. Franks, Commissioner of Building, pursuant letters from Dr. Jack Micay, Vice President of the Non-Smokers Rights Association, with respect to breaches of the "No Smoking" By-law.

Mr. Franks advises that Dr. Micay has reported the lack of "No Smoking" signs at Square One and Creditview Plaza, and requests more rigorous enforcement of the regulation to ensure that the signs are displayed where required by the by-law.

An inspection of Square One was undertaken in January and 90 non-compliance orders issued; however, Mr. Franks notes that as a result of the major renovations, a number of stores have closed or relocated, and it is not surprising that signs may have been misplaced or omitted. A subsequent reinspection in February yielded that 39 stores had no signs. As a result of another follow-up, all stores are now in compliance.

With respect to Creditview Plaza, a total of 24 notices were issued and all stores are now in compliance.

Mr. Franks advises that a systematic program of checking all plazas and shopping centres in the City has been undertaken. Over 40, including 680 stores, have been inspected. A follow up will be made in the next few months to ensure that all establishments requiring "No Smoking" signs are in compliance.

The Mississauga and Credit Valley Hospitals have been inspected. In the case of Mississauga Hospital, the Director of Ambulatory Services & Planning and Chairman of Smoking Control Committee, has explained that the policy is that no smoking is allowed in the hospital except in designated areas. The few areas of concern were brought to the Director's attention and he has promised a review of the entire matter. At Credit Valley Hospital, concerns brought to the attention of Environmental Services have been remedied.

May 14, 1986

Mr. Franks summarizes that those locations noted in the letter from Dr. Micay are now in compliance with the "No Smoking" By-law, and that the By-law Enforcement Section has embarked on a city-wide program to ensure that signs are posted as required. He recommends:

That the report dated April 23, 1986, from Mr. A. Franks, Commissioner of Building, to the Operations & Works Committee on May 14, 1986, with responding to a concern of the Non-Smokers Rights Association regarding the enforcement of the sign provision of the "No Smoking" By-law, be received for information.

Councillor D. Culham advised that he has received complaints about smoking at Mississauga Hospital.

In response to comments by Councillor L. Taylor, Mr. Franks advised that there has been no change to the legislation in the City of Toronto with respect to smoking in restaurants; however, that municipality is seeking private legislation.

Councillor F. McKechnie suggested that hospitals should be setting an example by prohibiting smoking and moved that both local hospitals be requested to give consideration to implementing a complete ban on smoking within a period of 1 to 2 years.

Mr. Franks advised that it was difficult to answer the question of Councillor T. Southorn as to how many By-law Enforcement Officers would be required to effectively enforce the No Smoking By-law, but noted that enforcement as it would appear people want it cannot be done. He suggested that the responsibility of enforcing the provisions of that by-law must lie with the building owners, including City Hall.

The Commissioner advised that a report is forthcoming with respect to the enforcement of the by-law in eating establishments.

The Committee directed that steps be taken to ensure that the by-law is enforced in all City facilities.

A verbal motion by Councillor D. Culham to receive Mr. Franks' report for information was voted on and carried.

Councillor McKechnie amended his motion with respect to the request to the local hospitals, to implement a ban on smoking within 2 years. The motion was voted on and carried.

L.07.01

See Recommendations OW-91-86 and OW-92-86 (Councillors F. McKechnie and D. Culham)

RECEIVED/RECOMMENDATION/DIRECTION

16. Report dated April 22, 1986, from Mr. A. Franks, Commissioner of Building, with respect to the use of private individuals for the purpose of enforcement of parking control regulations on private property.

Mr. Franks advises that under the new Provincial Offences Act, Part II, which will take effect shortly, private individuals with the possible exception of bonafide security agencies are prohibited from enforcing parking regulations on private property.

He explains that under the present system of parking control, which will be replaced by the new regulations, private individuals are appointed to enforce parking on specific private properties, only with the owner's permission. In case of a dispute, these individuals must appear in court, their records must be immaculate and ticket written property. There have been difficulties in this regard in the past, and the Commissioner advises that, in general, he is not in favour of this practice.

He notes that upon implementation of the new regulations, this practice will no longer be permitted and recommends that the report be received.

The City Manager recommends:

That no change be made to the existing policy of appointing private individuals to enforce parking regulations on private property, until such time as this practice is ceased upon implementation of the Provincial Offences Act, Part II.

Councillor D. Culham moved the recommendation of the City Manager.

Councillor F. McKechnie advised that he is not aware that there has been a problem with appointing private individuals to enforce parking regulations.

Councillor L. Taylor explained that this report was prompted by a request to him by an individual who has authority to enforce parking regulations at a specific condominium that he also have authority to issue tickets when he sees violations elsewhere.

Mr. Franks explained that the new legislation will be implemented in the near future. In the past, there have been problems with private individuals enforcing the by-law when they are required to make court appearances. He confirmed that the municipality is seeking legislative changes to permit private individuals to enforce the parking control provisions.

Councillor Culham's motion to adopt the City Manager's recommendation was then voted on and carried.

L.07.02.02

See Recommendation OW-93-86 (Councillor D. Culham)

ADOPTED

17. Report dated April 16, 1986, from Mr. T. L. Julian, City Clerk, with respect to the partial closure of Stavebank Road (Part of Lot 11, Conc 1, SDS, Part 9, Plan 43R-9333).

Mr. Julian advises that pursuant to an Offer to Purchase by Marpal Properties, the City has undertaken to convey the subject lands which are surplus to the realignment of Mavis Road, and recommends:

That the City Clerk be authorized to undertake the necessary procedures for the purpose of stopping up part of Stavebank Road described as Part 9, Plan 43R-9333, and that the required lands be conveyed to Marpal Properties Limited in connection with the Offer to Purchase accepted by the City pursuant to By-law 101-86.

In response to a comment by Councillor D. Culham, Mr. Taylor advised that he would report to the next meeting of this Committee with respect to change of the name of that portion of Stavebank Road south of Pollard Avenue to Morrison Avenue.

A verbal motion by Councillor H. Kennedy to adopt the recommendation in the report was voted on and carried.

E.02.02.02.12

See Recommendation OW-94-86 (Councillor H. Kennedy)

ADOPTED

18. Report dated May 6, 1986, from Mr. L. W. Stewart, City Solicitor, with respect to the reconveyance of part of a sight triangle at the north-west corner of Hwy 10 and Matthews Gate.

Mr. Stewart advises that pursuant to the conditions of rezoning application OZ/17/84 certain road widenings and one foot reserves along Hurontario Street and Matthews Gate were conveyed to the City. At the time of the rezoning, a Plan showing the proposed building was considered and the rezoning By-law was drafted containing a provision requiring all site development plans to conform to a Schedule I building envelope premised upon the proposed

building. Due to a drafting misunderstanding, construction of the building in accordance with the originally proposed plans will place a concrete pillar at the south-east corner of the building upon part of the sight triangle earlier acquired by the City. Schedule I to the zoning By-law appears to have anticipated that this corner pillar would be located right at the limit between the boundary of the property and the sight triangle. In order to accommodate the building construction, the Engineering and Works Department has reviewed the siting of the building and requirements for a sight triangle and is satisfied that part of the sight triangle earlier acquired by the City may be reconveyed to the landowner without prejudicing the City's requirements at this intersection.

Mr. Stewart recommends:

That a by-law be enacted authorizing execution of a Transfer of Part of Lot 16, Conc 1, NDS (designated as Parts 1 and 2, Plan 43R-13445), which lands are within the site triangle at the north west corner of Hurontario Street and Matthews Gate.

A verbal motion by Councillor L. Taylor to adopt the recommendation in the report was voted on and carried.

B.03.84017

See Recommendation OW-95-86 (Councillor L. Taylor)

ADOPTED

19. Report 4-86 of the Traffic Safety Council Meeting held on May 1, 1986.

A verbal motion by Councillor D. Culham to adopt the recommendations in the report was voted on and carried.

A.03.04.05

See Recommendations OW-96-86 to 99-86 (Councillor D. Culham)

ADOPTED

ADDITIONAL MATTERS CONSIDERED

20. Cooksville Area

Councillor D. Cook, Chairman, advised that it was his understanding that a report would be available at this meeting with respect to the left-turn prohibition at the intersection of Agnes Street and Hurontario Street, and with respect to Melissa Street.

May 14, 1986

Mr. A. E. McDonald, Engineering & Works Department, advised that there is no clear title to the ownership of Melissa Street; however, it would appear that the lands are owned by the Peel Board of Education. Therefore, the report to which Councillor Cook referred is not available.

He confirms that the matter is under investigation and a report will be available as soon as possible.

Councillor Cook requested that the elimination of the left-turn prohibition be considered. Councillor L. Taylor advised that it is important that the matter of Melissa Street be resolved; however, the subject prohibition, while it did not eliminate left-turns at that location, did reduce turning movements. He moved that a by-law be passed to eliminate that prohibition, which motion was voted on and carried.

F.06.04.07

See Recommendation OW-100-86 (Councillor L. Taylor)

21. Highway 403

At the request of Councillor F. McKechnie, the Committee directed that Mr. W. P. Taylor, Commissioner of Engineering & Works, report to this Committee with respect to the feasibility of the Ministry of Transportation & Communications permitting an access from Hwys 401/403 to Dixie Road (Request for Report 127-86).

A.02.03.02.02

22. Street Sweeping

Responding to a query by Councillor H. Kennedy, Mr. D. Lychak, City Manager advised that a report would be available for the next meeting of this Committee, with respect to street sweeping of surface treated roads.

Mr. W. P. Taylor, Commissioner of Engineering & Works, advised that while the department does undertake a spring clean up of surface treated roads, there is no program of street sweeping. He explained that street sweepers keep clear of the shoulders of such roads because the brushes would send gravel at a high velocity which could result in broken windows and scratched cars etc.

Councillor D. Cook expressed concern that the streets in the Applewood Acres area are in need of some clean up to remove loose gravel.

Operations/Works

- 23 -

May 14, 1986

Mr. Taylor requested that any Councillor who has a problem such as this provide a list of streets.

F.05.01

RECOMMENDATIONS: As per Report 4-86

ADJOURNMENT: 12:10 pm

Kathy Zammit for
Linda Mailer, Committee Coordinator
2807C

REPORT 4-86

TO: MAYOR AND MEMBERS OF COUNCIL

The Operations and Works Committee presents its fourth report and recommends:

- OW-80-86 (a) That in the event the developer does not provide a satisfactory response by May 14, 1986, the Commissioner of Engineering and Works be authorized to make arrangements to construct the retaining wall on Lots 33 to 39 inclusive, Plan 43M-493, Blue Cedar Subdivision, located west of Hurontario Street and north of Dundas Street West.
- (b) That the Commissioner of Engineering and Works be authorized to engage F.J. Reinders Ltd. for engineering supervision of the construction.
- (c) That the City Treasurer be authorized to draw on the developer's Letter of Credit to defray the costs incurred by the City pursuant to Recommendations (a) and (b), at an estimated cost of \$18,000.00.

B.06.493.02
(OW-80-86)

- OW-81-86 (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Engineering Agreement for Consumers' Subdivision, Plan M-315, located north of Burnhamthorpe Road West and west of Mavis Road.
- (b) That the Letter of Credit for the Engineering Agreement for Plan M-315, be reduced from the present value of \$185,328.19 to \$4,000.00.
- (c) That upon completion of the lot grading and boulevard sodding of Blocks 63-66 to the satisfaction of the Commissioner of Engineering and Works, the Letter of Credit for Plan M-315 be returned to the developer, Consumers' Realty Limited.
- (d) That a by-law be enacted establishing the road allowance within Plan M-315, as public highway and part of the municipal system of the City of Mississauga.

B.06.315.02
(OW-81-86)

May 14, 1986

- OW-82-86 (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Engineering Agreement for Taro Subdivision, Plan M-302, located north of Burnhamthorpe Road West and west of Mavis Road.
- (b) That the City Treasurer be directed to draw the amount of \$35,000.00 for road repairs from the Letter of Credit for Plan M-302 (current value \$75,823.18) and credit this amount to the Subdivision Repairs Account P.N. 17 111 85157.
- (c) That the City Treasurer be further directed to draw the amount of \$26,500.00 (Taro Properties Inc. contribution towards the West Creditview Separate School Site) from the Letter of Credit securing Plan M-302 and pay this amount in trust, to the firm of Tannahill, Lockhart & Clark (201 City Centre Drive, Suite 609, Mississauga, Ontario, L5B 2T4) representing Ultrend Developments Inc. and H. & L. Construction Limited.
- (d) That the remaining securities for the Engineering Agreement for Plan M-302, be released to the developer, Taro Properties Incorporated.
- (e) That a by-law be enacted establishing the road allowance within Plan M-302, as public highway and part of the municipal system of the City of Mississauga.

B.06.302.02
(OW-82-86)

- OW-83-86 That the Letter of Credit in the amount of \$150,000.00 to secure the pedestrian grade separation across Hwy 10 at some point south of Rathburn Road, north of Robert Speck Parkway, pursuant to the Engineering agreement for Plan M-401, be returned to the developer, Urban Equities Limited.

M-401
(OW-83-86)

- OW-84-86 (a) That the St. Andrew's Race Committee be granted permission to hold the fifth annual 10k road race along the above route and close Stavebank Road between Lakeshore Road and Park Street during the hours of 7:30 a.m. and 9:30 a.m. on Saturday, June 21, 1986 subject to the following conditions:

- i) that a road closure and restriction permit be completed with the Engineering and Works Department at least five days prior to the event,
 - ii) that proof of liability insurance in the amount of \$2,000,000.00 be submitted at the time of the completion of the permits,
 - iii) that all race marshalling, cone placement and traffic control be under the control and supervision of the Peel Regional Police,
 - iv) That any works undertaken by the Engineering and Works Department, other than the advance signs and 'Emergency No Parking' signs, be at the expense of the applicant.
- (b) That a by-law be passed authorizing the temporary closure of Stavebank Road.

F.02.04.02
(OW-84-86)

- OW-85-86 That a by-law be passed to amend Traffic By-law 444-79, as amended, to prohibit parking anytime on Olympus Mews, south and west sides, from a point 61.0m east of Edenwood Drive to a point 72.0 easterly thereof.

F.06.04.02
(OW-85-86)

- OW-86-86 That a by-law be passed to amend Traffic By-law 444-79, as amended, to allow parking on the east side of Queen Street from a point 15m south of Kerr Street to a point 15m north of Water Street for a maximum period of 15 minutes.

F.06.04.02
(OW-86-86)

- OW-87-86 That extended parking not be implemented on Lingfield Crescent.

F.06.04.02
(OW-87-86)

May 14, 1986

- OW-88-86 (a) That the report dated April 30, 1986, from Mr. W. P. Taylor, Commissioner of Engineering & Works, to the Operations & Works Committee on May 14, 1986, clarifying the "banks" of reserved street names, be received for information.
- (b) That the name "Southorn" be deleted from the bank of reserved street names.
- (c) That, as a policy, street names proposed in recognition of any person not be approved without the consent of that individual or the family in the event that the person is deceased.
- (d) That street names not be reserved for the exclusive use of a specific consultant, developer, etc, but in a general bank maintained for the municipality.

A.03.04.06, F.02.07
(OW-88-86)

- OW-89-86 That the letter dated April 30, 1986, from Mr. John Rogers of John D. Rogers & Associates, to the Operations & Works Committee on May 14, 1986, pursuant to a concern of the former Public Works Committee with respect to the practice of reserving street names specifically for general use by consultants, be received for information.

F.02.07
(OW-89-86)

- OW-90-86 That the following changes in the refuse collection schedule be implemented on June 2, 1986:

- (a) the area bounded by Cawthra Road, the QEW, the Etobicoke Creek and Dundas Street, be redesignated from Tuesday's collection area to Monday's collection area,
- (b) the area bounded by the Credit River, the QEW, Winston Churchill Boulevard and Dundas Street, be redesignated from Friday's collection area to Thursday's collection area.

F.05.04.05, F.05.04.06
(OW-90-86)

May 14, 1986

OW-91-86 That the report dated April 23, 1986, from Mr. A. Franks, Commissioner of Building, to the Operations & Works Committee on May 14, 1986, with responding to a concern of the Non-Smokers Rights Association regarding the enforcement of the sign provision of the "No Smoking" By-law, be received for information.

L.07.01
(OW-91-86)

OW-92-86 That the Mississauga Hospital and the Credit Valley Hospital be requested to give consideration to implementing a complete ban on smoking on their premises within a period of 2 years.

L.07.01
(OW-92-86)

OW-93-86 That no change be made to the existing policy of appointing private individuals to enforce parking regulations on private property, until such time as this practice is ceased upon implementation of the Provincial Offences Act, Part II.

L.07.02.02
(OW-93-86)

OW-94-86 That the City Clerk be authorized to undertake the necessary procedures for the purpose of stopping up part of Stavebank Road described as Part 9, Plan 43R-9333, and that the required lands be conveyed to Marpal Properties Limited in connection with the Offer to Purchase accepted by the City pursuant to By-law 101-86.

E.02.02.02.12
(OW-94-86)

OW-95-86 That a by-law be enacted authorizing execution of a Transfer of Part of Lot 16, Conc 1, NDS (designated as Parts 1 and 2, Plan 43R-13445), which lands are within the site triangle at the north west corner of Hurontario Street and Matthews Gate.

B.03.84017
(OW-95-86)

OW-96-86 (a) That Councillor D. Cook be appointed Chairman of the Traffic Safety Council for the present term of office to December 31, 1986.

(b) That Mrs. D. Stewart be appointed Vice-Chairman of the Traffic Safety Council for the present term of office to December 31, 1986.

A.03.04.11.02
(TSC-40-86)
(OW-96-86)

OW-97-86 That the letter dated April 10, 1986, from L. W. Stewart, City Solicitor, with regard to insurance for Citizen Members of the Traffic Safety Council, be received.

A.03.04.05, G.03.01
(TSC-41-86)
(OW-97-86)

OW-98-86 That the Peel Board of Education be requested:

(a) to advise the Principal of Shelter Bay Public School that the pathway route is the approved walking route to school.

(b) to direct the Principal of Shelter Bay Public School, in conjunction with the Peel Regional Police, to institute an education program in September 1986, for parents and students, to encourage the use of the proper route to school.

F.06.03.02
(TSC-42-86)
(OW-98-86)

OW-99-86 That Ecole Saint-Jean-Baptiste be incorporated to the School Patrollers Program as requested in the letter dated April 22, 1986, from Mr. Renaud Courchesne, Ecole Saint-Jean-Baptiste.

F.06.03.07
(TSC-43-86)
(OW-99-86)

OW-100-86 That a by-law be passed to amend Traffic By-law 444-79, as amended, to eliminate the left-turn prohibition at Agnes Street and Hurontario Street.

F.06.04.07
(OW-100-86)

May 28 1986

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

OPERATIONS AND WORKS COMMITTEE

MAY 28, 1986, 9:30 A.M.

COUNCIL CHAMBERS

Members: Councillor H. Kennedy
Councillor L. Taylor
Councillor F. McKechnie
Councillor D. Culham
Councillor D. Cook
Councillor T. Southorn (Chairman)

Prepared by: Linda Mailer, Clerk's Department
Date: May 22, 1986

Committee Members are requested to contact the appropriate Department Heads prior to the meeting if greater explanation or detail is required with regard to any item on this agenda.

INDEX - OPERATIONS AND WORKS COMMITTEE - MAY 28, 1986

<u>ITEM</u>	<u>FILE</u>	<u>SUBJECT</u>
1.	A.02.03.03.07	Termite Research Project
2.	L.01.06	5450 Maingate Drive - Temporary Trailer
3.	D.05.01	Proposed Transit System - October 6, 1986
4.	A.02.07.02 D.05.01	Transportation of Peel Board of Education Students
5.	A.02.07.03	Transportation of Ascension of Our Lord School Students
6.	B.06.603.02	Erin Mills Development Corporation - Transfer Block 210
7.	B.06.595.02	Testimony Investments Limited - Waiving of Central Air-conditioning Requirement
8.	B.06.445.02	Sheridan Mills Subdivision - Draw on Securities
9.	B.06.506.02	Heritage Oaks Subdivision - Draw on Securities
10.	F.02.04.04	Port Credit Moonlight Madness - Friday, June 20, 1986
11.	F.02.04.02	Lake Aquitaine Family Festival Parade
12.	F.02.04.02	Portuguese Catholic Parish Processions
13.	B.06.460.02	Tapestry Trail - Sidewalk
14.	F.02.07	Copernicus Drive - Street Name Change
15.	F.02.07	Isabella Avenue - Street Name Change
16.	T-86005 F.02.07	Proposed Street Names - J. Bousfield Associates
17.	T-84051 F.02.07	Proposed Street Names - J. Bousfield Associates
18.	T-85044 F.02.07	Gana Contracting Inc. - Proposed Street Name
19.	F.02.07	Kaneff Reserve List - Proposed Street Name
20.	F.06.04.02	Netherhart Road - Parking Prohibition

- 21. F.06.04.02 Truscott Drive - Parking Restriction
- 22. F.06.04.02 Barsuda Drive - Parking Restrictions
- 23. F.06.04.01 Traffic By-law - Housekeeping Changes
- 24. B.03.02.05 Parking of School Van in Driveway - 2458 Brasilia Circle
- 25. B.06.496.02 Cheega Court and Windwood Drive - Conveyance of Block 20 and 21
- 26. B.06.428.06 Village Centre Place - Closure

ADDITIONAL:

- 27. F.06.04.02 Parking on North Shoulder of Dundas Street West
United Lands Corporation Ltd. Personnel

CITY OF MISSISSAUGA

A G E N D A

OPERATIONS AND WORKS COMMITTEE

MAY 28, 1986

DEPUTATIONS - 9:30 A.M.

- A. Mr. Robert Bonner and Dr. Martin Hubbes
SEE ITEM 1
A.02.03.03.07
- B. (i) Mr. J. Donofrio, National Representative, Communications and
Electrical Workers of Canada
(ii) Mr. Walter Reszytniak, President, Super Plastics
L.01.06
SEE ITEM 2

PRESENTATION - Following the Deputations

- C. Mr. E. Dowling, General Manager, Mississauga Transit.
D.05.01
SEE ITEM 3

MATTERS FOR CONSIDERATION:

1. Proposed Termite Research Project, Faculty of Forestry, University of Toronto.
Council at its meeting on April 28, 1986, adopted the following
Operations and Works Committee recommendation of April 2, 1986:
- (a) That the Termite Task Force be invited to address the
Operations and Works Committee on the seriousness of the
termite infestation and to explain the anticipated benefits of
the proposed research program.
- (b) That the Termite Task Force of the University of Toronto be
advised to continue their efforts to convince the Government of
Ontario and Government of Canada to provide additional
financial support for this program.

Mr. Robert Bonner, Chairman and Dr. Martin Hubbes of the Task Force will make a presentation to the Committee.

A.02.03.03.07

2. Report dated May 1, 1986, from the Commissioner of Building, Zoning and Licensing regarding the temporary trailer located on City property near 5450 Maingate Drive.

Council on April 14, 1986, adopted the following Operations and Works Committee recommendation of April 2, 1986:

- '(a) That permission be granted to the Communications and Electrical Workers of Canada to extend the placement of the strike trailer on the boulevard at 5450 Maingate Drive, until May 14, 1986, subject to the following conditions, pending reports from Peel Regional Police and the By-law Enforcement Office with respect to problems on the site:
- (i) that the trailer remain in its original location;
 - (ii) that the area in front of the trailer be kept clear so as not to obstruct the view of vehicles using the adjacent driveways;
 - (iii) that proof of liability insurance be provided to cover the extension;
 - (iv) that the current security deposit of \$1,000.00 be retained.
- (b) That the Commissioner of Building prepare a report for consideration by the Administration and Finance Committee detailing a policy for the placement of trailers for use by striking workers.'

In response to this recommendation, attached are the following documents:

- (a) Report dated May 1, 1986, from the Commissioner of Building advising that the area was inspected by By-law Enforcement personnel on April 7, 1986 and the premises appeared to be clean and the situation was found to be normal. Mr. Franks recommends:

That the report dated May 1, 1986, from the Commissioner of Building concerning the Communications and Electrical Workers of Canada workers' strike trailer on City owned property near 5450 Maingate Drive be received.

- (b) Letter dated May 7, 1986, from Inspector A. Young of the Peel Regional Police Force detailing the occurrences at this site. Inspector Young advises that there has been no reported damage recently and the Police Force has no objection to the trailer remaining.

The following persons will appear before the Committee regarding this matter.

- (i) Mr. J. Donofrio, National Representative, Communications and Electrical Workers of Canada
- (ii) Mr. Walter Reszytniak, President, Super Plastics

L.01.06

3. Report dated May 16, 1986, from the Transit General Manager regarding the proposed transit system for implementation on October 6, 1986. The proposed system of routes and corresponding data base is intended for discussion purposes at this time in order to obtain approval prior to the detailed operational study of route scheduling, transfer points and the extensive work program for system implementation. Mr. Dowling recommends:

That approval be given to the implementation of the proposed weekday transit system in the Fall of 1986.

D.05.01

4. Report dated May 20, 1986, from the Transit General Manager in response to a request by the Peel Board of Education that Mississauga Transit study the feasibility of carrying students presently using school bus transportation. The School Board analysed the 1984/85 school bus data and concluded that about 60% of students in the seven grades using school buses might be accommodated by Mississauga Transit. The report outlines the questions raised and the study undertaken to determine the feasibility of the proposal and concludes that additional students could be accommodated as the transit system expands and existing levels of service on all routes increase. Mr. Dowling recommends:

That the report dated May 20, 1986, from the Transit General Manager regarding the transport of students by Mississauga Transit be forwarded to the Peel Board of Education for a response.

A.02.07.02
D.05.01

RECOMMEND ADOPTION

5. Report dated May 20, 1986, from the Transit General Manager in response to an inquiry from the Ascension of Our Lord School at Brandon Gate and Anaca Drive in Malton that public transit be used for students presently using school buses. This request has been reviewed by Staff and based on the 1985/86 student data provided about 380 of the possible 600 school bus students could be carried comfortably by City buses at this time. Mr. Dowling recommends:

That the report dated May 20, 1986 from the Transit General Manager be forwarded to the Ascension of Our Lord School requesting their response as to whether they wish to take advantage of the opportunity to transport approximately 380 students utilizing the Mississauga Transit system.

A.02.07.03
D.05.01

RECOMMEND ADOPTION

6. Report dated May 6, 1986, from the Commissioner of Engineering & Works in response to a request to transfer Block 210 to the developer of Erin Mills South - Neighbourhood 503A, Plan 43M-603, located west of Winston Churchill Boulevard and north of Burnhamthorpe Road West. Schedule B of the Servicing Agreement for Plan 43M-603 required that Block 210 be deeded to the City for buffering works along Winston Churchill Boulevard. The developer, Erin Mills Development Corporation, have requested that this block be transferred back to that firm such that it can be combined with Lot 179 to create a larger residential property.

Valcoustics Canada Limited, the accoustical consultant, has reviewed this request and have no objection as the proposed house will remain in approximately the same location on Lot 179. The release of Block 210 would result in a cost savings to the City for maintenance upkeep. Mr. Taylor recommends:

That a by-law be enacted to authorize execution of Transfer to Erin Mills Development Corporation for Block 210, Plan 43M-603, located west of Winston Churchill Boulevard and north of Burnhamthorpe Road West.

B.06.603.02

RECOMMEND ADOPTION

7. Report dated May 6, 1986, from the Commissioner of Engineering & Works with respect to waiving of Condition 3(b), Schedule 'C' of the Servicing Agreement with respect to the requirement for central air conditioning for Lots 149, 152, 159, 177, 179, 180 and 181, Plan 43M-595, Testimony Investments Limited, located north of the Canadian Pacific Railway and west of Hurontario Street. Under the terms of the Servicing Agreement, the subject lots were required to be equipped with central air conditioning to protect the dwelling occupants from local noise sources. The purchasers of these lots have executed Noise Acknowledgement and Waiver Agreements which quite simply acknowledge the existing noise sources, waive the requirement for the installation of central air conditioning and indemnify the City from any future claims for noise attenuative works on or for the benefit of the lands.

The form of agreement signed by the purchasers includes provision for execution of same by the Mayor and Clerk and consent for registration of the document on title of the applicable lot. In as much as the Land Titles Office will no longer permit registration of these agreements on the title of the lands, it is not necessary to have the documents executed by the Mayor and Clerk. The original agreements will remain on file in the Department. Mr. Taylor recommends:

That notwithstanding the requirements of Condition 3(b), Schedule 'C' of the Servicing Agreement for Testimony Developments Limited, Plan 43M-595, located north of the Canadian Pacific Railway and west of Hurontario Street; the developer be advised that the requirement for the installation of central air conditioning on Lots 149, 152, 159, 177, 179, 180 and 181 of that plan is waived and that as a condition of this waiver, the developer be advised that the dwellings on these lots are to be fitted with forced air heating systems with ducting sized to readily accommodate the future installation of central air conditioning units.

B.06.595.02

RECOMMEND ADOPTION

8. Report dated May 9, 1986, from the Commissioner of Engineering & Works with respect to a draw on the developer's securities for the completion of grading rectification works on Lot 23 Left, Plan 43M-445, Sheridan Mills Subdivision, located east of Erin Mills Parkway and south of Britannia Road West. Under the terms of the Servicing Agreement, Donlee Holdings Limited is responsible for the proper grading of all lots within the subdivision. Staff prepared letters to the developer dated September 13, 1985 and October 23, 1985 for Lot 23 Left. To date the outstanding grading rectification works on Lot 23 Left have not been completed. The homeowner involved has expressed his concerns regarding the delay in the matter. Mr. Taylor recommends:

- (a) That the Commissioner of Engineering and Works be authorized to complete the outstanding grading rectification works on Lot 23 Left, Plan 43M-445, Sheridan Mills Subdivision, located east of Erin Mills Parkway and south of Britannia Road West at an estimated cost of \$2,000.00.
- (b) That the Commissioner of Engineering and Works be authorized to engage Allan C. Randles Limited for design and supervision of the corrective grading works at an estimated cost of \$500.00 and that the City Treasurer be authorized to draw on the developer's Letter of Credit to defray the costs incurred by the City.

B.06.445.02

RECOMMEND ADOPTION

May 28, 1986

9. Report dated May 6, 1986, from the Commissioner of Engineering & Works with respect to a draw on the developer's securities for the completion of grading rectification works on Lot 46, Plan 43M-506, Heritage Oaks Subdivision, located west of Mavis Road and north of Burnhamthorpe Road West. Under the terms of the Servicing Agreement, Heritage Oaks Limited is responsible for the proper grading of all lots within the subdivision. Staff prepared letters to the developer dated September 30, 1985 and November 6, 1985 for Lot 46. To date the outstanding grading rectification works on Lot 46 have not been completed satisfactorily. The homeowner involved has expressed her concerns regarding the delay in the matter. Mr. Taylor recommends:
- (a) That the Commissioner of Engineering and Works be authorized to complete the outstanding grading rectification works on Lot 46, Plan 43M-506, Heritage Oaks Subdivision, located west of Mavis Road and north of Burnhamthorpe Road West at an estimated cost of \$3,000.00.
 - (b) That the Commissioner of Engineering and Works be authorized to engage McConnell Maughan Limited for design and supervision of the corrective grading works at an estimated cost of \$800.00 and that the City Treasurer be authorized to draw on the developer's Letter of Credit to defray the costs incurred by the City.

B.06.506.02

RECOMMEND ADOPTION

10. Report dated May 14, 1986, from the Commissioner of Engineering & Works in response to a request from the Port Credit Business Association for permission to hold the Port Credit Moonlight Madness event on Friday, June 20, 1986 between the hours of 6:00 p.m. and 12:00 midnight. The event will include a number of display and promotional activities along the boulevard/sidewalk areas of Lakeshore Road, and in portions of the municipal parking lots.
- Also, as part of this event, permission is requested to hold a small street dance on a portion of Port Street, south of Lakeshore Road. The dance will include live radio broadcasting from the CJCL remove unit. Only a portion of Port Street will be used, and will not interfere with traffic movement, nor truck movements to and from the St. Lawrence Starch Company. The Peel Regional Police have been consulted and will provide direct supervision throughout the event. The Engineering Department has no objections to this request, subject to the usual conditions for special events being satisfied. Mr. Taylor recommends:

May 28, 1986

That the Port Credit Business Association be granted permission to hold the Port Credit Moonlight Madness event on Friday, June 20, 1986 between 6:00 p.m. and 12:00 midnight, subject to the following conditions:

- (a) Proof of liability insurance in the amount of two million dollars naming the City as co-insured;
- (b) Completion of a Road Restriction Permit with the Engineering Department at least five days prior to the event;
- (c) Police supervision of the event, and the hiring of off-duty officers for the street dance, as deemed necessary by the Peel Regional Police;
- (d) That the street dance be protected by barricades obtained by the applicant and placed under Police supervision.

F.02.04.04

RECOMMEND ADOPTION

11. Report dated May 14, 1986, from the Commissioner of Engineering & Works in response to a request from the Lake Aquitaine Family Festival Committee for permission to hold the Lake Aquitaine Family Festival Parade on Saturday June 14, 1986.

The parade will commence at 11:00 a.m. at Meadowvale Secondary School on Edenwood Drive and proceed south on Edenwood Drive, East on Tours Road and Windwood Rive, north on Glen Erin Drive to the Town Centre.

The Peel Regional Police will provide escort and supervision for the parade. Mississauga Transit have been contacted and some minor routing changes will be required during the parade 11:00 a.m. to 12:00 p.m. The Festival Committee will attempt to place a notice in their material which will be distributed in the area of the minor changes in Transit service. The Engineering Department has no objection to the proposed parade route and the waiving of parking prohibitions on the adjacent roadways subject to the normal conditions for special events being satisfied. The group is affiliated with the Recreation and Parks Department therefore has liability insurance coverage. Mr. Taylor recommends:

- (a) That the Lake Aquitaine Family Festival Committee be granted permission to hold their annual parade on Saturday, June 14, 1986 commencing at 11:00 a.m. on the outlined route, as follows:

Commencing at Meadowvale Secondary School and proceeding south on Edenwood Drive, east on Tours Road, east on Windwood Drive and north on Glen Erin Drive to Meadowvale Town Centre.

subject to the following conditions:

- (1) That a Road Restriction Permit be obtained from the Engineering Department at least five (5) working days prior to the event.

May 28, 1986

- (ii) That arrangements be made with the Peel Regional Police for parade escort and supervision.
- (b) That parking prohibitions on Glen Erin Drive, Aquitaine Avenue, Montevideo Road and Battleford Road surrounding Lake Aquitaine, other than within 200 ft. of signalized intersections, be waived between 6:00 p.m. Friday, June 13, 1986 and 7:00 p.m. Sunday, June 15, 1986.

F.02.04.02

RECOMMEND ADOPTION

12. Report dated May 20, 1986, from the Commissioner of Engineering & Works in response to a request from the Reverend Eduardo Resendes, Pastor, Portuguese Catholic Parish of Mississauga for permission to hold two religious processions in the Melton Drive area on June 29, 1986 and July 27, 1986. It is estimated that each procession will last approximately one hour. The Engineering Department has forwarded a copy of the proposal to the Peel Regional Police for comments. In view of the fact that these processions have been held in previous years relatively problem-free, approval from this agency is anticipated. The Engineering Department has no objections to this request subject to the usual conditions for special events. Mr. Taylor recommends:

That the Portuguese Catholic Parish of Mississauga (Reverend Eduardo Resendes) be granted permission to hold religious processions on the previously on June 29 and July 27, 1986 subject to the following conditions:

- (a) Completion of Road Restriction Permits with the Engineering Department at least five days prior to the events;
- (b) Proof of liability insurance in the amount of two million dollars naming the City as co-insured;
- (c) Approval from the Peel Regional Police with respect to supervision and/or escort;
- (d) That local and emergency access be maintained in the area throughout the procession.

F.02.04.02

RECOMMEND ADOPTION

13. Report dated April 30, 1986, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to Tapestry Trail, within Plan 43M-460, located north of Burnhamthorpe Road West, east of Ponytrail Drive. The Commissioner was requested to comment on the feasibility of cul-de-sac-ing Tapestry Trail at Rathburn Road, the subject being raised during debates on the sidewalk location within the subdivision.

Mr. Taylor advises that creating a cul-de-sac is not possible as lands outside the normal right-of-way would be required and these lands are now residential buildings.

May 28, 1986

The only alternative then is to dead end the street without a turn around; however, this is not satisfactory to the Engineering and Works Department as it does not allow garbage trucks and service vehicles to turn around safely nor does it allow for efficient snow removal/storage. Moreover, the entire area would be left with only one entrance and this is undesirable from an emergency access standpoint.

Mr. Taylor advises that it was understood that the request was made with a view to reducing traffic and thereby eliminating the need for a sidewalk which the Department cannot support.

With respect to a suggestion the Tapestry Trail become a one-way street, this would not be supportable either from a traffic reduction or sidewalk elimination viewpoint and may serve to increase vehicle speed. Mr. Taylor recommends:

- (a) That no further action be taken to either dead end and/or make Tapestry Trail a one way street, within Plan 43M-460, located north of Burnhamthorpe Road West, east of Ponytrail Drive.
- (b) That the sidewalk on the north-west side of Tapestry Trail be installed in 1986, in accordance with Resolution 456-85 (August 14, 1985).

This report was considered by the Committee on May 14, 1986, and was deferred to this meeting as there was some question of the City's legal liability to install this sidewalk as it was shown on the plans of subdivisions. A report will be available from the Legal Department.

B.06.460.02

DIRECTION REQUIRED

14. Report dated May 9, 1986, from the Commissioner of Engineering & Works in response to a letter from Mr. & Mrs. L. Nemis requesting that Copernicus Drive be renamed. This street was proposed by the Multicultural Committee and approved by the Region and City Council in March 1984. Mr. Taylor recommends:

That no action be taken in response to the request by Mr. & Mrs. L. Nemis to rename Copernicus Drive.

F.02.07

RECOMMEND ADOPTION

May 28, 1986

15. Report dated May 9, 1986, from the Commissioner of Engineering & Works with respect to renaming a portion of Isabella Avenue. One section from Gordon Drive to Parker Avenue has been in existence for many years. The other section from Stavebank Road to 200m+ east of Stillmeadow Road was built about 1968. This street was named Isabella as it was appeared to eventually join with the first section of Isabella Avenue. The connection of the two streets does not appear to be imminent. The present discontinuance of Isabella Avenue could be confusing to the residents when trying to explain their location to emergency agencies, visitors, deliveries etc., and the Engineering Department recommends the renaming of one of the sections of Isabella Avenue.

The City's street name change policy states "the portion of the road with the fewer number of persons affected shall be renamed". The section of Isabella Avenue between Gordon Drive and Parker Drive has 13 addresses and the section of Isabella Avenue between Stavebank Road and 200m+ East of Stillmeadow Road has 48 addresses. Mr. Taylor recommends:

That Isabella Avenue between Gordon Drive and Parker Drive be renamed and that Councillor D. Culham be requested to propose a new name for this road.

F.02.07

RECOMMEND ADOPTION

16. Report dated May 9, 1986, from the Commissioner of Engineering & Works with respect to the approval of street names for use by John Bousfield proposed Plan of Subdivision T-86005 (lands located north of Eglinton Avenue West/west of McLaughlin Road). Mr. Taylor recommends:

That J. Bousfield Associates be advised that the following names have been approved for use as street names in proposed Plan of Subdivision T-86005 (lands located north of Eglinton Avenue West/west of McLaughlin Road): Bluesky; Galaxy; Northern Lights; Comet; Mariner; Sundial; Constellation; Milkway Way; Sunlight.

T-86005
F.02.07

RECOMMEND ADOPTION

17. Report dated May 9, 1986, from the Commissioner of Engineering & Works with respect to the approval of street names for use by John Bousfield in proposed Plan of Subdivision T-84051 (lands located north of Eglinton Avenue West/east of Winston Churchill Boulevard). Mr. Taylor recommends:

May 28, 1986

That J. Bousfield Associates be advised that the following names have been approved for use as street names in proposed Plan of Subdivision T-84051 (lands located north of Eglinton Avenue West/east of Winston Churchill Boulevard): Carnegie Square; Harvard; Federal Square; Winchester.

T-84051
F.02.07

RECOMMEND ADOPTION

18. Report dated May 9, 1986, from the Commissioner of Engineering & Works with respect to the approval of the name "Gana" within proposed Plan of Subdivision T-85044 (lands located on the west side of Tomken Road/north of Derry Road East). Mr. Taylor recommends:

That Gana Contracting Inc. be advised that "Gana" has been approved for use as a street name in proposed Plan of Subdivision T-85044 (lands located on the west side of Tomken Road/north of Derry Road East).

T-85044
F.02.07

RECOMMEND ADOPTION

19. Report dated May 9, 1986, from the Commissioner of Engineering & Works with respect to proposed street names submitted for the Kaneff Reserve Street Names List. Mr. Taylor recommends:

That Team Three be advised that the following names have been approved for the Kaneff Street Names Reserve List for use in the City of Mississauga: Barnstable Drive; Boxford Circle; Duxbury Boulevard; Littlecreek Road; Wilmington Court.

The matter of reserved street name lists was considered at the Operations and Works Committee meeting on May 14, 1986, and the following recommendation approved:

- '(d) That street names not be reserved for the exclusive use of a specific consultant, developer, etc., but in a general bank maintained for the municipality.'

At the time this agenda was prepared, this recommendation was subject to Council's formal approval on May 26, 1986.

F.02.07

RECOMMEND ADOPTION

May 28, 1986

20. Report dated May 9, 1986, from the Commissioner of Engineering & Works with respect to a sight obstruction which exists on Netherhart Road, north of Britannia Road. Vehicles frequently park on Netherhart Road close to the intersection while at a restaurant located at the north-west corner. The Engineering Department proposes to prohibit parking on Netherhart Road from Britannia Road to Roman Court, both sides, to eliminate congestion and clear sight lines at the intersection. It should be noted that 'No Parking' signs on Britannia Road are already in place prohibiting parking throughout this area. Mr. Taylor recommends:

That a by-law be enacted to amend Traffic By-Law 444-79, as amended, to prohibit parking on both sides of Netherhart Road from Britannia Road to Roman Court.

F.06.04.02

RECOMMEND ADOPTION

21. Report dated May 9, 1986, from the Commissioner of Engineering & Works in response to concerns contacted by the Park Royal Community Association expressing concern with the hazards associated with parked vehicles on Truscott Drive, from Kelly Road to Winston Churchill Boulevard. Vehicles travelling on this road, upon approaching a parked car are forced to cross the centre line in conflict with opposing traffic. It has been noted that in order to avoid this conflict, parked cars have been observed partially encroaching upon the boulevard. Truscott Drive, through this section, is a major residential collector road, twenty-eight feet (28') wide, with single family dwellings on both sides. The Engineering Department proposes to restrict parking on the south side of Truscott Drive from Kelly Road to Winston Churchill Boulevard. We suggest the south side as this will allow us to use existing streetlight poles to erect the prohibitive signs. By allowing parking on one side of Truscott Drive only, this will keep two through lanes open at all times without conflict with opposing traffic. Mr. Taylor recommends:

That a by-law be enacted to amend Traffic By-Law 444-79, as amended to prohibit parking on the south side of Truscott Drive from Kelly Road to Winston Churchill Boulevard, anytime.

F.06.04.02

RECOMMEND ADOPTION

22. Report dated May 2, 1986, from the Commissioner of Engineering & Works with respect to a problem with respect to garbage pick-up caused by parked vehicles on Barsuda Drive. Vehicles are parked bumper-to-bumper along the west side of Barsuda Drive (parking is permitted for 72 hours) creating access difficulties for the garbage pick-up. As a result garbage service is sporadic. Personnel from the Traffic Section and the Works Department have met on site with Mr. Brown in an effort to resolve this matter. Mr. Brown has requested that two small areas be designated as 'No Parking' zones to permit access for garbage pick-up. The Engineering Department has no objections to this request as these two 'No Parking' zones would each be two meters in length, and would result in the loss of only one parking space. Mr. Taylor recommends:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to prohibit parking on the west side of Barsuda Drive from a point 132 meters south of a point opposite the north limit of #2077 Barsuda Drive and a point 2 meters south thereof; and from a point 204 meters south of a point opposite the north limit of #2077 Barsuda Drive and a point 2 meters south thereof.

F.06.04.02

RECOMMEND ADOPTION

23. Report dated May 1, 1986, from the Commissioner of Engineering & Works regarding a number of small changes and additions necessary to technically correct a number of listings in certain schedules to the Traffic By-law. Mr. Taylor recommends:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the changes in Schedules 1, 11 and 19.

F.06.04.01

RECOMMEND ADOPTION

24. Report dated May 2, 1986, from the Commissioner of Building, Zoning and Licensing in response to a request from Mrs. Lynn Ledlow of 2458 Brasilia Circle regarding problems with respect to the parking of her school van in her driveway. The Zoning by-law prohibits the parking of commercial vehicles in residential zones and school vans clearly falls under the definition of a commercial vehicle. If the Zoning By-law is amended to allow for parking of school buses or school vans on residential driveways or lots, it will be extremely difficult to discriminate against parking of other commercial vehicles on private property in residential zones. Since the control of these vehicles is contained with the Zoning By-law provision is made for each person to make application to the Committee of Adjustment for a minor variance. This has certain advantages in that the Committee of Adjustment deals with each application on its individual merit and surrounding effected property owners can express their opinion. Mr. Franks recommends:

That the Zoning By-laws not be amended to permit "Commercial Vehicles" (school buses and school vans) in residential zones and that Mrs. L. Ledlow (2458 Brasilia Circle) be advised to make application to the Committee of Adjustment for a request for a minor variance to Zoning By-law 5500, as amended, to permit the parking of a school van in her driveway.

B.03.02.05

RECOMMEND ADOPTION

25. Report dated May 15, 1986, from the City Solicitor regarding the conveyance of Blocks 20 and 21, Plan 43M-496 to the abutting owners, Cheega Court and Windwood Drive. The Servicing Agreement for the above mentioned plan provides for the conveyance of these Blocks to the City to be transferred at a later date to the owners of the adjacent lands. The Engineering Department has advised that it is in order to transfer the lands to the adjacent owners. Mr. Stewart recommends:

That a by-law be enacted to authorize execution of the Transfer of Lands between The Corporation of the City of Mississauga and Peel Condominium Corporation 132 with respect to Block 20, Plan 43M-496 and between The Corporation of the City of Mississauga and George Nishikawa and Yoshiko Nishikawa as joint tenants with respect to Block 21, Plan 43M-496.

B.06.496.02

RECOMMEND ADOPTION

26. Report dated May 7, 1986, from the City Clerk with respect to a closure of part of Village Centre Place. The landowners abutting the cul-de-sac of Village Centre Place have requested through G. Eric Hanson and Associates Ltd. that part of the cul-de-sac be stopped up and conveyed to the abutting owners. This request has been reviewed by the Engineering Department and they have advised that they have no objection to the request, subject to an easement being granted over the whole of the closed portion in favour of the Region of Peel, Hydro Mississauga, Bell Canada and the City. The Legal Department is in receipt of letters from the abutting owners consenting to the closure and agreeing to the conveyance of Parts 1, 2 and 4 on Reference Plan 43R-13280 to G. E. Hanson Developments Inc. and Part 3 on the same plan to Anworld Consultants Inc. and Fintact Properties Limited. As this is a reconveyance to the developer of the plan of subdivision, the closed out road allowance is to be conveyed gratuitously, subject to the developer reimbursing the City the costs associated with the road closure. Mr. Julian recommends:

Operations/Works

-15-

May 28, 1986

That the City Clerk be authorized to take the necessary steps to close that portion of Village Centre Place described as Parts 1, 2, 3 and 4 on Reference Plan 43R-13280.

B.06.428.06

F.02.03

RECOMMEND ADOPTION



City of Mississauga

MEMORANDUM

To Mayor and Members of
Dept. Operation and Works Committee

From A. Franks, Commissioner
Dept. Building

OPERATIONS/WORKS APR 16 1986

2441
APR 10 1986

March 27, 1986

MAY 28 1986

File: A.02.03.03.07

Request for Report 31-86

Project File: 426

A.02.03.03.07

WORKS DEPARTMENT

SUBJECT:

Termite Research Project at the Faculty of Forestry, University of Toronto.

ORIGIN:

Commissioner of Building, Zoning and Licensing

COMMENTS:

The City of Toronto in conjunction with the Faculty of Forestry, University of Toronto is proposing to establish a major research program, designed to develop an effective system to control termites in the urban environment. It has been found that current control methods which involve the use of chemical insecticides are effective only in the treatment of the infested building, but do nothing to prevent the spread of the insect. Concerns raised about the health and environmental effects of the two insecticides - aldrin and chlordane, has placed their future use in jeopardy and at the present time no effective alternatives exist.

We are in a fortunate position in the City of Mississauga in that we are not aware of any neighbourhoods where serious termite infestation exists. We have been administering the Provincial Termite Control Program since September 1981. To date, only three properties in Mississauga have been identified with termite infestations and they have all been treated under the Provincial Program. In addition, several adjacent properties were treated as a precautionary measure.

Cont'd....

1(a)

- 2 -

COMMENTS Cont...


The problem is considerably more serious in Metro Toronto. Annual losses in the City of Toronto are currently estimated at \$1.3 million and infestations are progressing steadily into other areas. While termites normally travel through the soil, they are often transported inadvertently in firewood, topsoil or used building materials. Although the Etobicoke Creek may afford Mississauga a degree of natural protection from the spread of termites from the east, in fact we are probably as vulnerable to infestation as any municipality in Southern Ontario.

The Termite Task Force is seeking financial support for the research program from each municipality in Ontario that is known to have termites. At the present time, commitments have been received from the City of Toronto (\$200,000) and from Canada Mortgage and Housing Corporation (\$150,000). The projected cost of the program over the next five years is \$1,500,000 and we are advised that other agencies are remaining uncommitted until the Ontario Ministry of the Environment decides on its own level of financial support.

- RECOMMENDATION:
1. That the Termite Task Force be invited to address the Operations and Works Committee on the seriousness of termite infestation and to explain the anticipated benefits of the proposed research program.
 2. That the Termite Task Force of the University of Toronto be advised to continue their efforts to convince the Government of Ontario and the Government of Canada to provide additional financial support for the program.

BES/pw

c.c. G.R. Burch
B. Steen.



A. Franks,
Commissioner,
Building, Zoning & Licensing.



DEPARTMENT OF BUILDINGS AND INSPECTIONS

City Hall, Toronto, Ontario, Canada M5H 2N2

MICHAEL L. NIXON, P.Eng., Commissioner and Chief Building Official

146)

TERMITE TASK FORCE - INTERIM EXECUTIVE COMMITTEE

January 6, 1986

B. Steen
Supervisor Plumbing & Heating
Plan Examination
Department of Buildings
1 Centre Drive
MISSISSAUGA, Ontario
L5B 1M2

Termite Research Project
Faculty of Forestry University of Toronto

DEPARTMENT	
DATE REC'D	JAN 13 1986
RECEIVED	By: [Signature]
FOR: [Signature]	DATE: [Signature]

Your council's support is sought for establishing alternate methods of termite control that will reduce or eliminate the use of toxic chemicals with their potentially dangerous effects on health and the environment.

The Association of Municipalities of Ontario has already indicated its support for the establishment of a Chair of Urban Entomology. Canada Mortgage and Housing Corporation has also made an independent commitment of \$50,000 for each of three years. However, the Ministry of Colleges and Universities has not been able to provide suitable funding for the proposal.

The Faculty of Forestry at the University of Toronto has now revised the proposal to Establish a Chair of Urban Entomology to a less costly proposal to conduct a five year research program which hopefully will receive support from the Ministry of the Environment. (copy enclosed)

The cost of the research project over the next five years is \$1,500,000 of which the City of Toronto has committed \$200,000 and C.M.H.C. \$150,000.

It is clear that the success of this project will require financial assistance from a number of sources particularly those municipalities affected by the termite problem.

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-2-

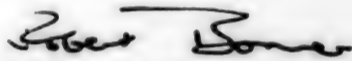
The Termite Task Force earnestly requests your council's support to the extent set out in the attached formula which offers three options.

Members of the Termite Task Force are prepared at your convenience to address your council on the seriousness of termite infestation and explain what the research offers. *

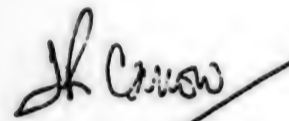
This revised proposal is also scheduled to be before the Municipal Development Committee of the AMO in January 1986. Subsequent approval is expected by the Board of Directors.

If further information is required, please contact the office of the Dean, Dr. Rod Carrow, Faculty of Forestry, University of Toronto (978-3548) or the Deputy Commissioner of Buildings and Inspections, Robert Bonner, City of Toronto (392-7501).

Thank you for your co-operation.



Robert Bonner, Chairman
Interim Executive Committee



Dr. Rod Carrow, Dean
Faculty of Forestry
University of Toronto

DKJ:bj

Enclosure

(termitetskfc1:331)

December 31, 198

FUNDING FORMULA

<u>Affected Municipalities</u>	<u>Population</u>	<u>@.10</u>	<u>@.20</u>	<u>@.30</u>
Town of Amherstburg	8,261	826	1,652	2,478
City of Brampton	154,981	15,498	30,996	46,494
Township of Colchester South	4,806	480	960	1,440
Town of Dresden	2,477	247	494	741
Borough of East York	99,448	9,944	19,888	29,832
Village of Elora	2,604	260	520	780
City of Etobicoke	296,767	29,676	59,352	89,028
Town of Fergus	6,034	603	1,206	1,809
Township of Gosfield South	7,324	732	1,464	2,196
City of Guelph	76,658	7,665	15,330	22,995
City of Hamilton	308,102	30,810	61,620	92,430
Town of Kincardine	5,930	593	1,186	1,779
Town of Leamington	12,263	1,226	2,452	3,678
Township of Malden	3,083	308	616	924
Town of Markham	81,932	8,193	16,386	24,579
Township of Mersea	8,644	864	1,728	2,592
City of Mississauga	324,853	32,485	64,970	97,455
Township of Nichol	3,390	339	678	1,017
City of North York	560,443	56,044	112,088	168,132
Town of Oakville	76,720	7,672	15,344	23,016
Township of Pelee	253	25	50	75
City of Scarborough	435,980	43,598	87,196	130,794
City of Toronto	614,763	61,476	122,953	184,429
City of Windsor	192,576	19,257	38,515	57,773
Town of Woolwich	16,363	1,636	3,272	4,908
City of York	132,946	13,294	26,588	39,882
TOTAL	3,437,501	343,751	687,504	1,031,256

(200,000 has been committed)

For budgetary purposes funds could be committed over a three year period.

(funding: 94)

161

1 (2)

RECEIVING DEPARTMENT		
BUILDING		
EXT. FILE		
DATE REC'D JAN 13 1986		
Route To:	Rec'd By	Date

PROPOSAL

Development of an Integrated Control Program for
Control of the Eastern Termite in the Urban Environment

Faculty of Forestry
University of Toronto
20-12-85

Development of an Integrated Control Program for
Control of the Eastern Termite in the Urban Environment

181

Background:

The economic impact of the eastern subterranean termite, measured in terms of damage and loss in property value, is estimated to exceed 100 million dollars in Ontario. Despite lengthy control programs designed to contain the problem, termite infestations continue to expand and cause significant economic loss in urban centres such as Metropolitan Toronto, Windsor, Hamilton, Oakville, Leamington, and Amherst. Termite control programs in Ontario currently rely on two soil-applied chemical insecticides - aldrin and chlordane. While these materials are effective, there is increasing public concern about the health and environmental effects of these chemicals, and there is a strong possibility that one or both of these chemicals may be withdrawn from use soon by regulatory agencies. Such action would not only accentuate the debate on liability but also leave municipalities and pest control operators with no approved, effective control for termites. Thus the need to develop alternative control techniques for termites is clear because one cannot expect temporary measures to provide permanent solutions without a more comprehensive approach based on sound scientific research.

Proposal:

This proposal is to establish a major research program, designed to develop an integrated pest control system for termites in the urban

environment. The principal objective of the program would be to develop alternatives to conventional chemical insecticides which could be incorporated into existing termite control programs over time, with a resulting reduction in the amount of chemicals used for termite control. In Phase I of the program (1986 to 1991), emphasis would be placed on identification and development of effective biological control agents which could be integrated readily into urban termite control programs in southern Ontario. A more detailed review of the approach to research is provided in Appendix II.

Five years is considered as the minimum time period of Phase I, for two reasons. First, in order to attract a well-qualified, experienced scientist to lead this project, it would be necessary to provide security of employment (contingent upon satisfactory progress) for several years. Second, it is unrealistic to expect that such a new research initiative would produce control techniques which could be used in Ontario termite control programs in much less than five years.

The research program would be located at the Faculty of Forestry, University of Toronto.

Funds Required 1986 to 1991:

It is anticipated that the search for a scientist will attract a well-qualified individual, but realistically, it is highly unlikely that

1 (K)

he/she will be familiar with the termite problem in southern Ontario. The project should therefore be funded to provide for a year of familiarization, problem analysis and development of a multi-year research program. In Year One, the scientist would be expected to establish appropriate contacts, review existing knowledge and define the most promising research for the remaining four years. At the end of Year One, the scientist would be expected to submit a detailed plan for research for Years Two to Five, along with an appropriate budget.

Funds required to establish and support the program for a five-year period are outlined in Appendix I. In summary, the requirements are:

Year 1:	\$ 84,323
Year 2:	410,146
Year 3:	331,878
Year 4:	339,470
Year 5:	<u>347,443</u>
Total	\$1,513,260

The City of Toronto has committed 200,000 dollars (over 4 years) to the project, and CMHC has committed 150,000 dollars (over 3 years). Other agencies have indicated a willingness to support the project, but will not commit funds until the Ministry of the Environment decides on its level of financial support.

Project Control

As soon as agreement on project funding is reached, it is proposed that an Advisory Board be established to monitor progress and advise on

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- 4 -

continuation of funding at the end of each year. In particular, the Advisory Board would carefully review the research proposal received at the end of Year One and recommend on the future of the project. Specific terms of reference and the reporting relationship of the Board must be discussed further. Membership should include senior management representatives from the City of Toronto, one additional contributing municipality, Ministry of Environment, the pest control industry, University of Guelph and University of Toronto. Other representation could be considered.

Decision Required:

It is highly improbable that a scientist with the experience and qualifications necessary to lead this program can be found in Canada. Thus an international search for suitable candidates should be anticipated. Bearing in mind the length of time required to recruit and staff such a position, a decision on the availability of funding is required as soon as possible in order to take advantage of available 1985/86 funds.



City of Mississauga

MEMORANDUM

2

To Operations & Works Committee
Dept. _____

From A. Franks
Commissioner
Building, Zoning & Licensing
Dept. _____

3511

MAY 29 1986

L.01.06

May 1, 1986

REQUEST NO.: 76-86 (a)

CLERKS FILE NO.: L.01.06

~~MAY 28 1986~~

OPERATIONS WORKS

SUBJECT: Trailer - 5450 Maingate Drive

ORIGIN: Operation and Works Committee, April 2, 1986 and Council
April 14, 1986

COMMENTS:

The area in the immediate vicinity of the trailer located on City property near 5450 Maingate Drive was inspected by the By-law Enforcement personnel on April 7, 1986. The area around the trailer was found to be in reasonably clean condition with one bag of garbage located near the trailer. A line of wooden skids were used to form a path in front of the trailer to allow access during bad weather. Two strikers' cars were parked on the asphalt driveway entrance. Nearby, temporary toilet facilities appeared to be in good and clean condition. A police vehicle was situated on the opposite driveway with an officer in attendance. The building in question appeared to be subjected to a one word graffiti on the fascia which had been painted over prior to our visit. The By-law Enforcement Officer also noted approximately fifty 40 gallon drums arranged in a row between the subject building and the adjacent building as a barricade (apparently erected by the owner). As on previous occasions, the strikers were polite and co-operative with our By-law Enforcement Officer. The police officer in attendance reported that he had not been subjected to any problems. In summary, the premises appeared to be clean and the situation was found to be normal.

Continued...../2

May 1, 1986
Continued....Page 2

2(a)

RECOMMENDATION:

That the report dated May 1, 1986 from the Commissioner of Building concerning C.E.E.T.S. workers strike trailer on City property near 5450 Maingate Drive be received.



A. Franks
Commissioner
Building, Zoning & Licensing

 MMN/bj

c.c. M.M. Navabi
W.P. Taylor

DOUGLAS K. BURROWS, B.A.
Chief of Police



**PEEL REGIONAL
POLICE FORCE**

P.O. BOX 7750
7750 HURONTARIO ST.
BRAMPTON, ONTARIO
CANADA
L6V 3W6

May 7, 1986.

2(h)

Telephone: Area Code 416
453-3311

Address all correspondence to
The Chief of Police
Referring to:

Our File No.
Your File No.
Attention of

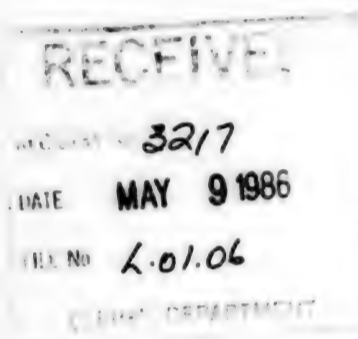
MAY 28 1986

OPERATIONS/WORKS

Ms. Linda Mailer,
Committee Coordinator,
1 City Centre Drive,
Mississauga, Ontario.
L5B 1M2

Dear Ms. Mailer:

Re: Temporary Trailer
5450 Maingate Drive
File L.01.06



With respect to your request of April 15, 1986, concerning vandalism at the Super Plastics location, I submit the following summary:

Our records indicate 21 occurrences of damage at the factory and 3 occurrences of damage against workers' property off site. There were also 4 occurrences of damage to strikers' property. The figures supplied for amounts of damage may not be totally accurate, but indicate a total of over \$15,000 damage to company property and about \$1,400 damage to workers' property off premises and \$125 to strikers' property. Most of the damage appears to have been caused from September through November and there has been no reported damaged this last month.

Regarding your request concerning the extension of the permit to maintain the trailer in the area of 5450 Maingate Drive, the Police Force has no objection to the permit being extended.

Yours truly,

A. Young

A. Young,
Inspector,
Officer in Charge,
Uniform Patrol Bureau,
#12 Division.

AY/kh



COMMUNICATIONS AND ELECTRICAL WORKERS OF CANADA
LE SYNDICAT DES TRAVAILLEURS ET TRAVAILLEUSES EN COMMUNICATION ET EN ÉLECTRICITÉ DU CANADA

May 21, 1986

OPERATIONS/WORKS MAY 28 1986

Linda Mailer
Committee Coordinator
City of Mississauga
1 City Centre Drive
Mississauga, Ontario
L5B 1M2

RE: Trailer - 5450 Maingate Drive
FILE: L.01.06

Dear Ms. Mailer:

Further to our telephone discussion yesterday re the above,
I hereby apply for permission to continue to have located
the trailer on the boulevard at 5450 Maingate Drive.

I understand this request will be the subject of discussion
and consideration at a meeting which is scheduled to be held
in the council chambers commencing at 9:30 a.m., May 28th,
and I will appear at that meeting to represent the CWC.

Yours truly,

Jim Donofrio,
National Representative.

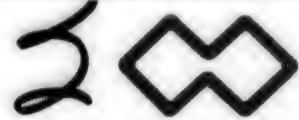
cc: G. Pattinson

JD'm
opeiu343 Ontario Region and Division Offices,
25 Cecil Street, Suite 201, Toronto, Ontario M5T 1N1
Ontario Region (416) 977-6678; Division (416) 977-1512



Mississauga Transit

MEMORANDUM



To: OPERATIONS & WORKS COMMITTEE

From: E. J. DOWLING

Date:

Subject: GENERAL MANAGER - TRANSIT

3512

MAY 27 1986

May 16, 1986

D.O.S. 01

MAY 28 1986

Ladies & Gentlemen:

OPERATIONS/WORKS

SUBJECT:

Proposed Transit System for Implementation on October 6, 1986

ORIGIN:

Mississauga Transit

BACKGROUND:

The June 1985 report "Changes to the Transit System 1985 to 1989" referred to the need to gradually expand the transit system to service new development areas and to accommodate the anticipated increase in transit ridership. The report also proposed that progressive additions and changes to the system take place each year to remove some of the existing circuitous routing and move toward the development of a basic 'grid' system of routes to improve the efficiency of cross-city travel.

The system proposal for October 6, 1986 is a start at the progressive transformation process that is also made possible by the purchase of new buses.

The proposed system of routes and corresponding base data is intended for discussion purposes at this time in order to obtain City Council approval prior to the detailed operational study of route scheduling, transfer points and the extensive work program for system implementation.

3(a)

- 2 -

Maps and tables are used to illustrate and explain the changes and provide appropriate data rather than use a lengthy explanatory text. Large maps are available for Committees, City Council and public viewing, with some reductions included in the report. These are:-

Map 1 - The existing bus system (May 1986).

Map 2 - The geographic distribution of Site Plan applications that show the main growth areas with implied need for transit service.

Map 3 - Residential subdivision development areas where building and occupancy is now occurring and from which requests for transit service have been received.

Map 4 - Proposed changes to the existing system comprising re-routing, proposed new routes and some re-numbering of bus lines.

Map 5 - The existing Sunday system.

Map 6 - The proposed Sunday system for implementation when financially feasible.

The tables are as follows:-

Table 1 - gives brief comments on the reasons for route changes and their advantages and disadvantages. Maps 4 and 5 should be used in conjunction with this Table.

Table 2 - gives basic data on the proposed system of routes prior to detailed scheduling.

2(h)

The design of the proposed transit system has taken into consideration the following:-

- a review of route running times for schedule revisions required to achieve improved schedule adherence
- financially unsatisfactory routes have been reviewed and changes made that should improve the revenue to cost performance
- that some routes should be realigned to improve travel time and passenger accessibility and eliminate, or, reduce the circuitous routing of main bus lines
- that, wherever possible, the number of buses used for cross-boundary services be reduced for service on in-City routes. This concern will be dealt with in the detailed planning and scheduling work.
- where possible, bus lines on major roads be aligned to establish a basic 'grid' network of cross-City 'trunk' routes
- the length of some bus lines to be shortened to reduce the round trip running time, to improve scheduling flexibility, system integration, schedule adherence and, flexibility to change levels of service
- the proposed system to have an operating cost within the budgetary limit established by City Council

3(c)

- 4 -

Requests have been received for improved Sunday/Holiday service for church, recreation and work trip purposes. Maps 5 and 6 show the existing and conceptual transit systems respectively. This conceptual system is not proposed for implementation in 1986 for cost reasons, but, is included in this report for possible discussion by the Committee.

RECOMMENDATION:

That approval be given to the implementation of the proposed weekday transit system in the Fall of 1986.

Respectfully submitted,

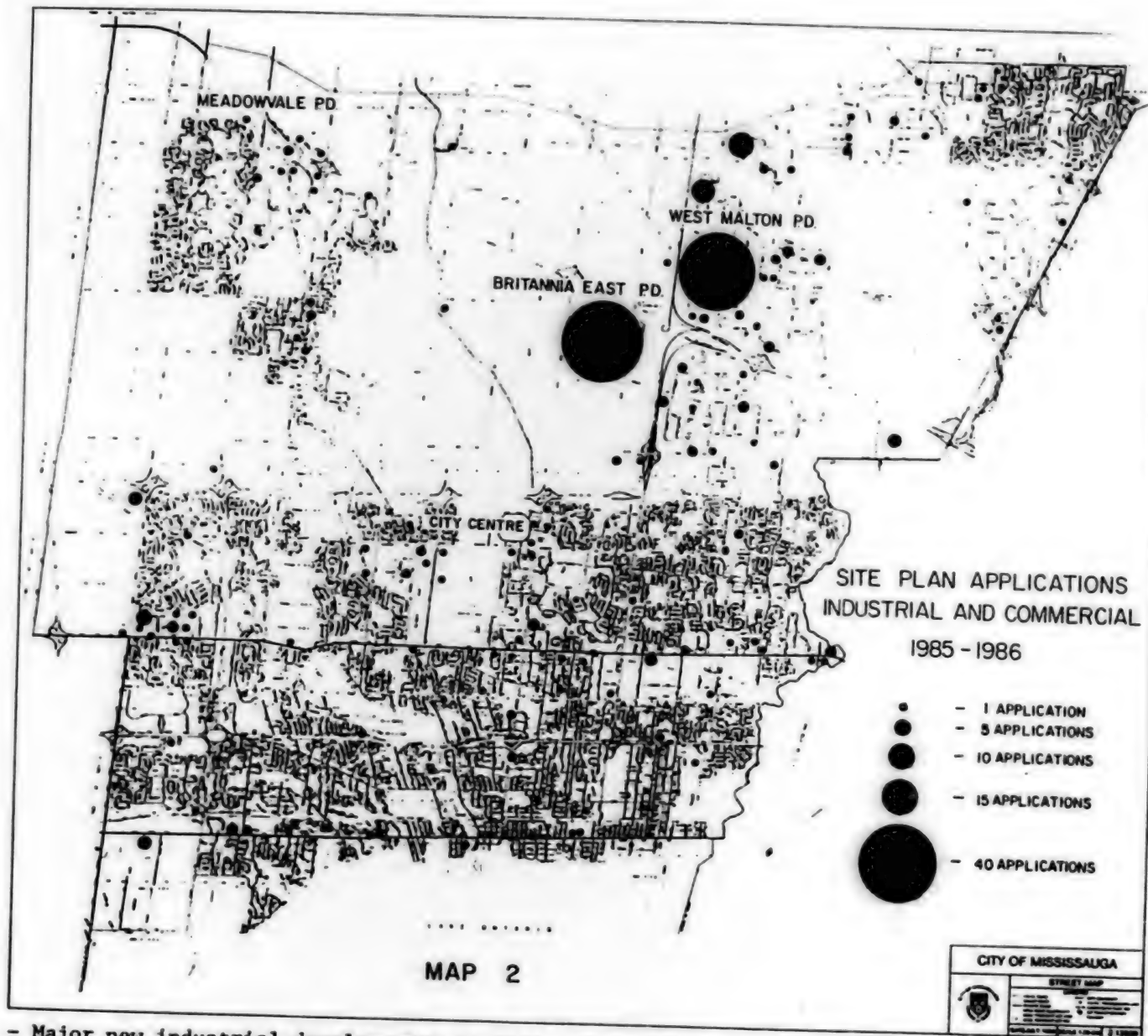


E. J. Dowling
General Manager

ND:EJD:rac
1.16

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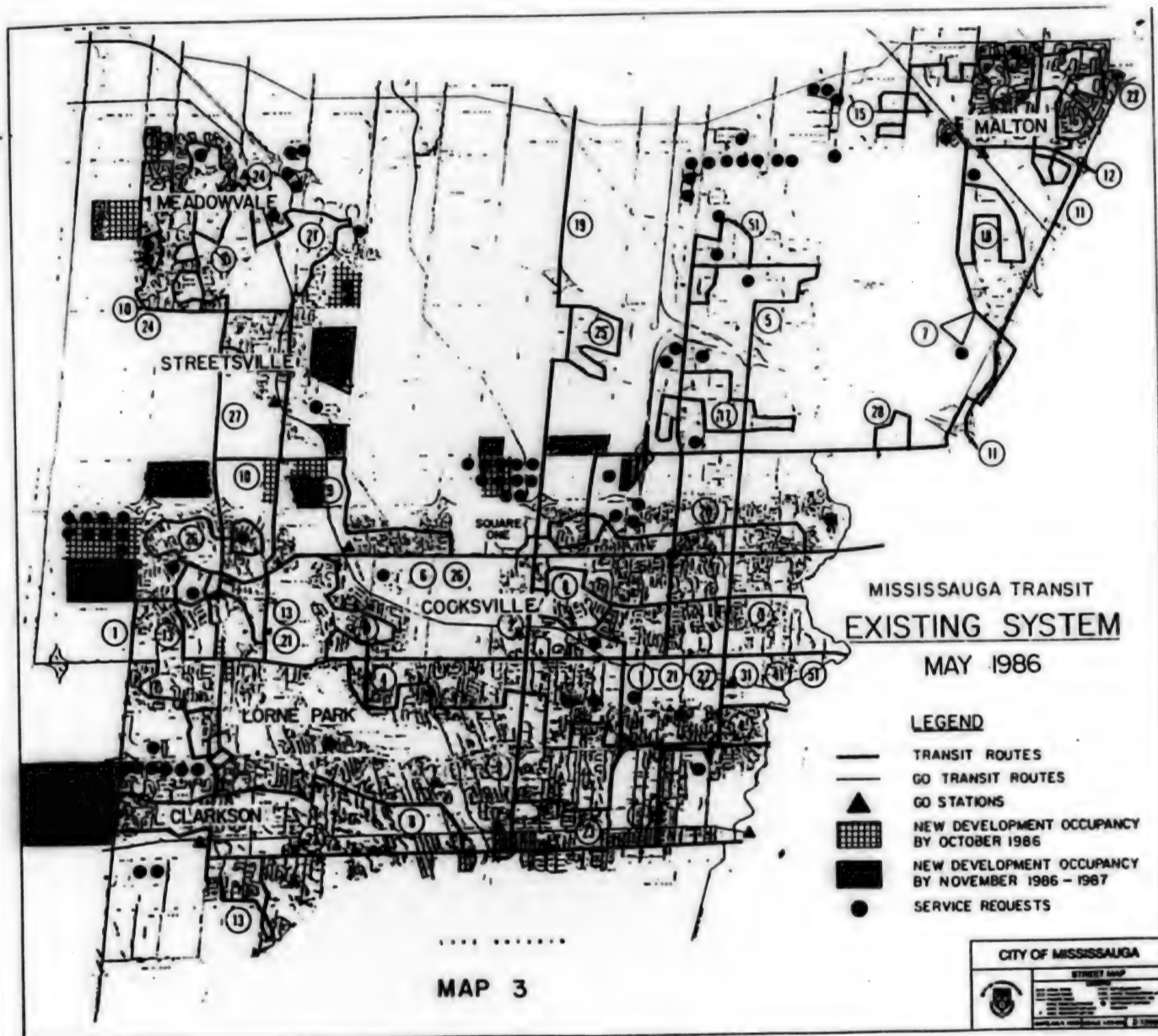
INDUSTRIAL & COMMERCIAL SITE PLAN
DEVELOPMENT APPLICATIONS 1985 - 1986

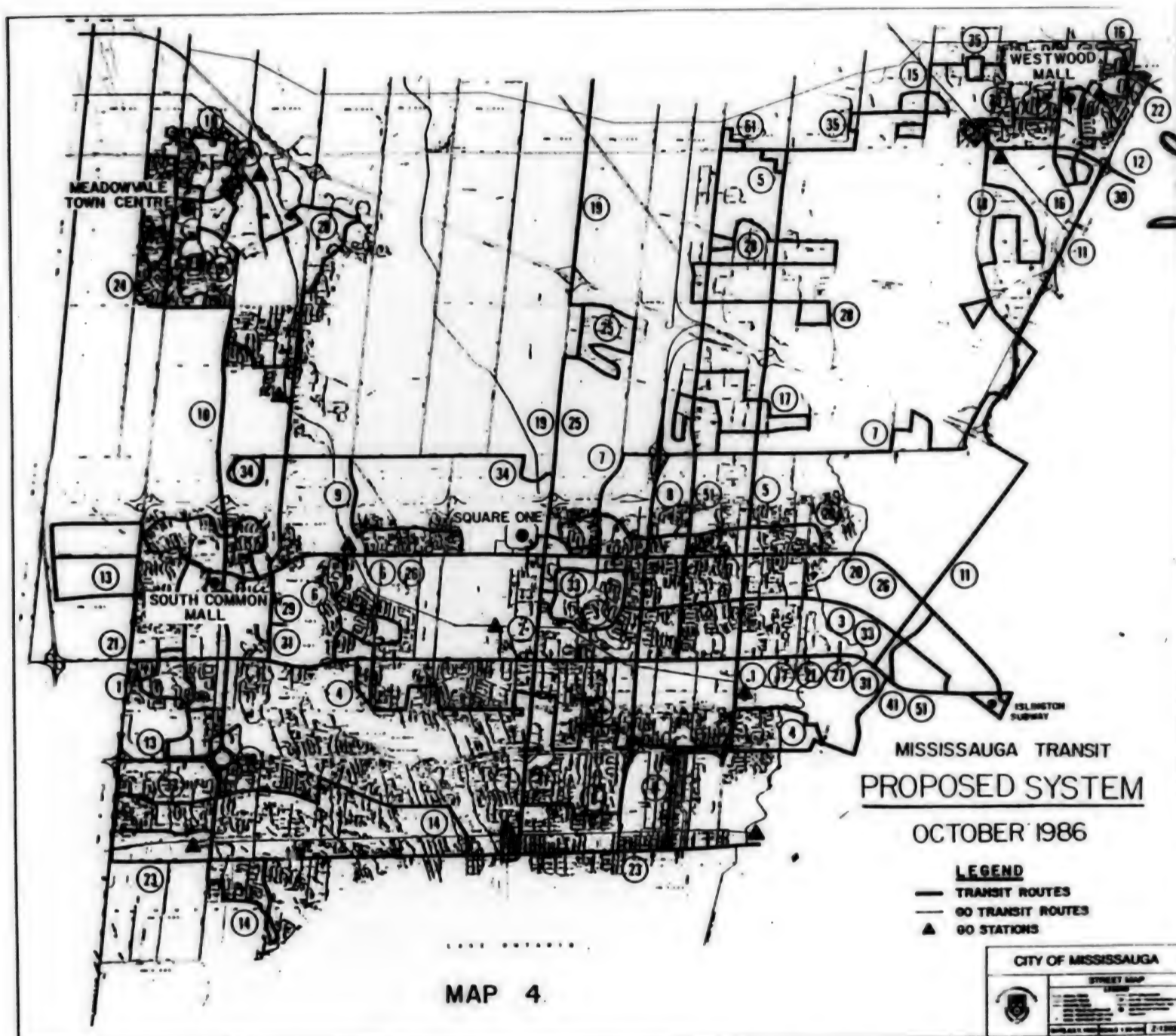


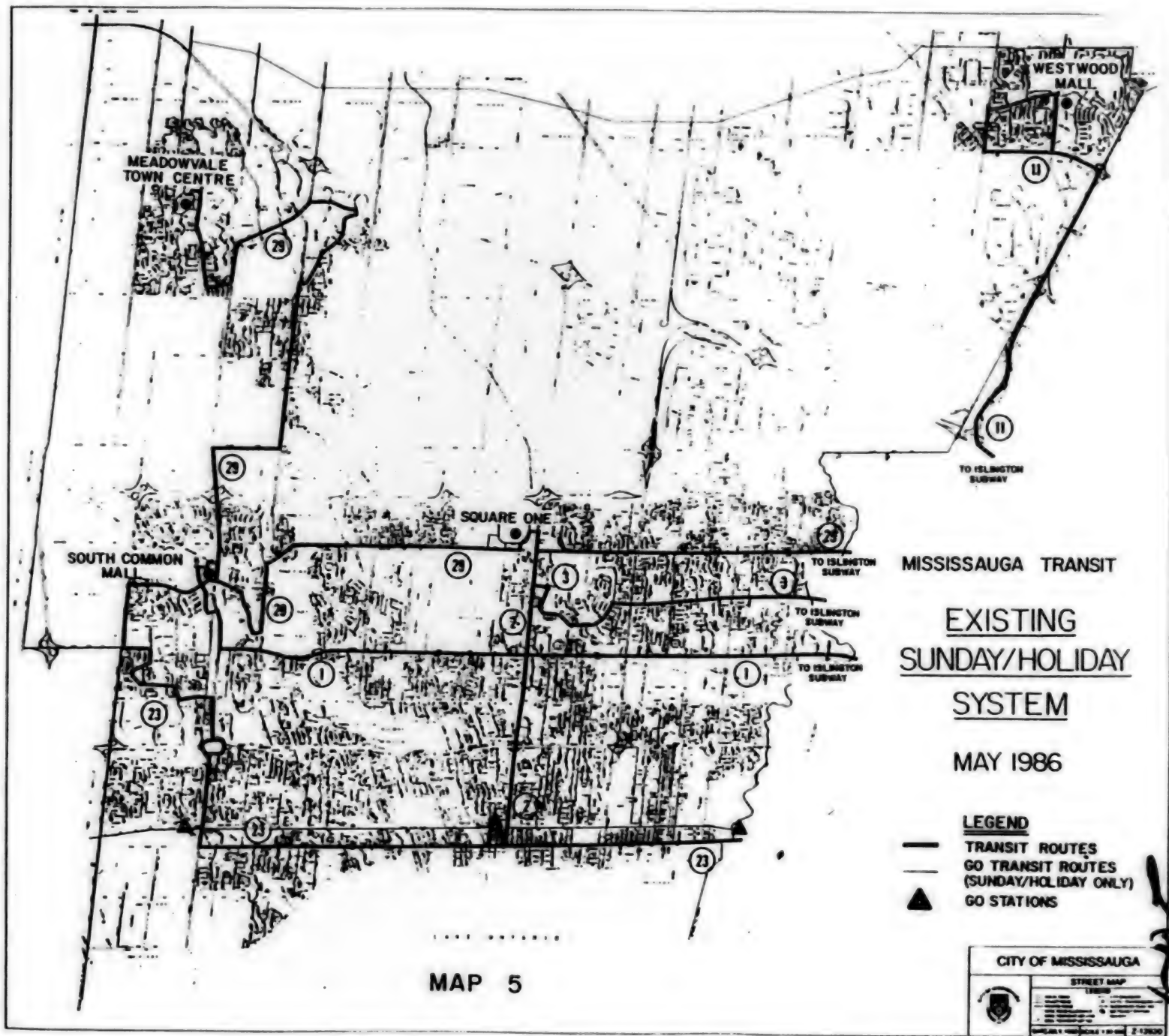
- Major new industrial developments in Britannia and West Malton Districts.
- Continued growth along the Dundas St. and Lakeshore Rd. corridors.
- Other growth concentrations in the Planning Districts - City Centre, Mavis Road and Meadowvale.

341

CURRENT RESIDENTIAL SUBDIVISION DEVELOPMENT AREAS
AND
REQUESTS FOR TRANSIT SERVICE 1985 - 1986







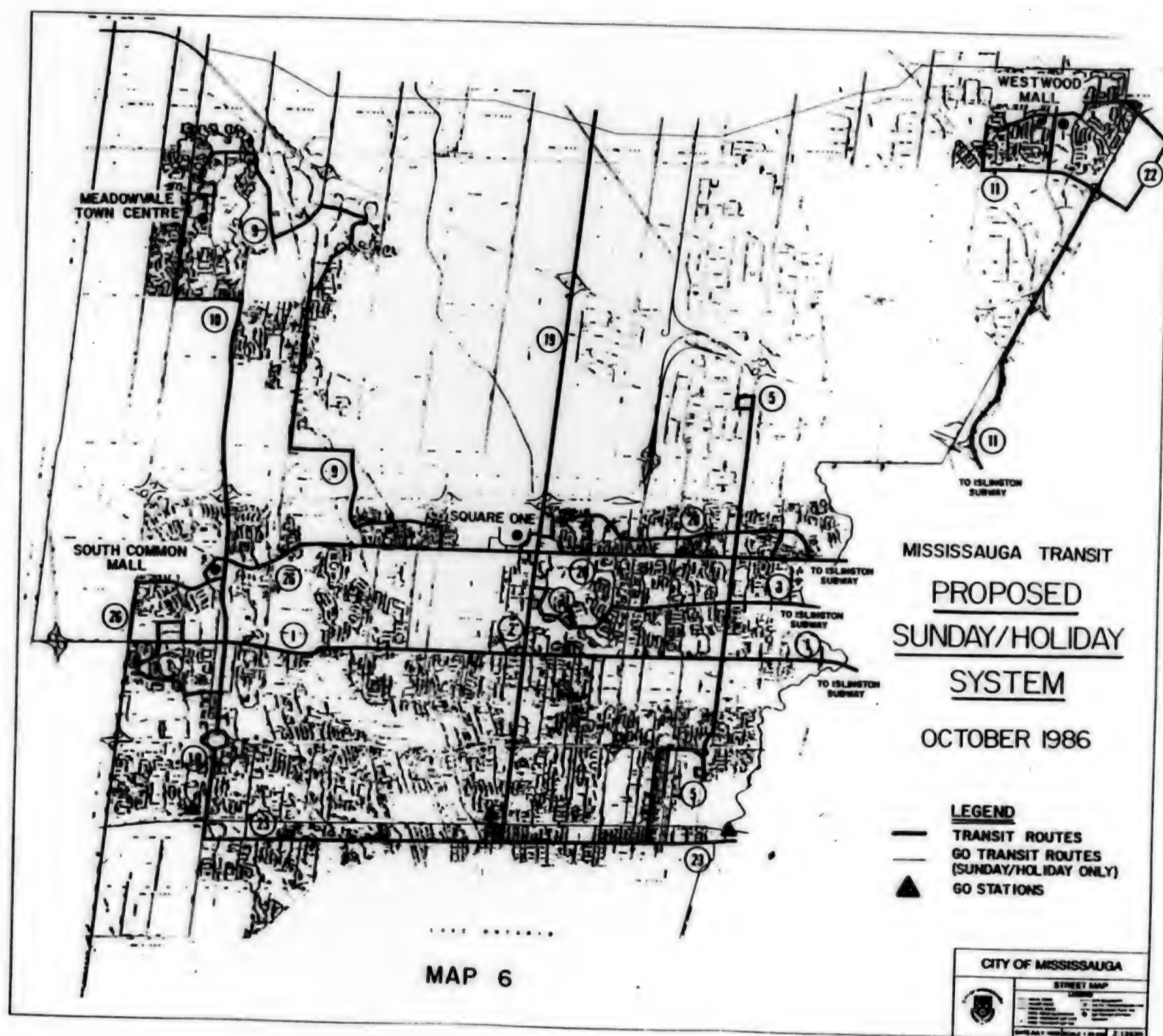


TABLE 1

PROPOSED WEEKDAY PEAK PERIOD TRANSIT SYSTEM FOR OCTOBER 1986

NOTES: COLUMN 1 - EXISTING BUS LINE NUMBER - REFER TO MAP 1 AND TABLE 1 DATA
 COLUMN 2 - PROPOSED BUS LINE NUMBER - REFER TO MAP 4 AND TABLE 2 DATA
 COLUMN 3 - EXISTING BUS LINE DESTINATIONS AND MAIN ROADS USED
 COLUMN 4 - PROPOSED BUS LINE DESTINATIONS AND MAIN ROADS USED
 COLUMN 5 - IDENTIFIES THE MOST OBVIOUS CHANGES TO EXISTING BUS LINE ROUTING
 COLUMN 6 - REFERS TO THE MAIN REASONS FOR CHANGING THE EXISTING ROUTE
 COLUMN 7 - LISTS SOME OF THE NOTEABLE ADVANTAGES FROM THE ROUTE CHANGES
 COLUMN 8 - LISTS SOME OF THE LIKELY DISADVANTAGES OF THE ROUTE CHANGES
 * - IN COLUMN 1 DENOTES A MAJOR CHANGE

LINE NO		LINE TERMINALS & MAIN ROADS USED		MAJOR CHANGE TO EXISTING ROUTE(S)	REASON FOR CHANGE OR, NEW ROUTE	ADVANTAGES	DISADVANTAGES
EXIST	PROP	EXISTING	PROPOSED				
1	2	3	4	5	6	7	8
*1	1	SHERIDAN MALL TO ISLINGTON STATION VIA SOUTH COMMON MALL & DUNDAS ST.	SHERIDAN MALL TO ISLINGTON STATION VIA WOODCHESTER MALL & DUNDAS ST.	EXISTING RTE 1 SPLIT INTO 2 RTEs - 1 & 21 RTE #1: FROM SHERIDAN MALL TO ISLINGTON STATION VIA QUEENSWAY, HOMELANDS & DUNDAS ST.	TO REDUCE PRESENT CIRCUITOUS WEST END ROUTING AND DECREASE PASSENGERS TRAVEL TIME	-SHORTER ROUTE LENGTH -TRAVEL TIME REDUCTION BY UP TO 12 MINUTES -POSSIBLE INCREASE IN PASSENGERS	-NO. OF TRANSFERS COULD INCREASE BETWEEN SOUTH COMMON MALL AND SHERIDAN MALL -NEED TO BLEND RTEs 1 & 21
2	2	SQUARE ONE TO PT CREDIT CO VIA HURONTARIO	SQUARE ONE TO PT CREDIT CO VIA HURONTARIO	-NO CHANGE TO ROUTE -TO BE LINKED TO RTE 19 FOR SOME RUNS	-	-	-
*3	3	SQUARE ONE TO ISLINGTON STA. VIA MISSISSAUGA VALLEY SOUTH AND BLOOR ST.	SQUARE ONE TO ISLINGTON STA. VIA MISS. VALLEY NORTH & BLOOR ST.	EXISTING RTE 3 SPLIT INTO TWO PARTS RTE 3 - M.V. BLVD. SOUTH 33 - M.V. BLVD. NORTH	TO REMOVE RTE 8 FROM MISS. VALLEY BLVD. NORTH	-PERMITS RTE 8 TO BE REALIGNED ON CAWTHRA RD. TO EGLINTON AV. -REDUCES NO. OF BUSES ON MISS. VALLEY BETWEEN BLOOR & SILVER CREEK -SHOULD IMPROVE R/C RATIO OF THE BLOOR RTEs 3, 33 AND RTE 8	REMOVES SERVICE FROM SILVER CREEK BLVD. & INCREASES WALK DISTANCE FOR SOME PASSENGERS

241)

1	2	3	4	5	6	7	8
4	4	DUNDAS/ERIN. STA. TO ISLINGTON STA. VIA QUEENSWAY, PAISLEY WEST, NORTH SERVICE RD., EVANS, EAST MALL, & DUNDAS	NO CHANGE				3 (4)
*5	5	LONG BRANCH GO TO MEYERSIDE & INDUSTRIAL AREA NORTH OF HWY 401 VIA DIXIE ROAD	LONG BRANCH GO TO TO DERRY ROAD VIA DIXIE ROAD	EXTENSION OF RTE DIRECTLY TO DERRY ROAD LOOP	TO ESTABLISH A STRAIGHT CROSS-CITY "GRID" ROUTE	-INCREASES SERVICE AREA -IMPROVES SCHEDULING FLEXIBILITY -REQUESTED SERVICE	
*6	6	DUNDAS/ ERINDALE STA. TO ISLINGTON STATION VIA CREDIT WOODLANDS & BURNHAMTHORPE	DUNDAS/ERINDALE STATION TO SQUARE ONE VIA CREDIT WOODLANDS & BURNHAMTHORPE	RTE TO TERMINATE AT SQUARE ONE AND NOT ISLINGTON STA.	-TO INCREASE AVERAGE BUS LOADING ON BURNHAMTHORPE RTE 26 EAST OF SQUARE ONE & TO MAXIMIZE USE OF AVAILABLE BUSES IN THE SYSTEM	-CONSOLIDATES RTES 6 & 26 EAST OF SQUARE ONE -SIMPLIFIES SCHEDULING & IMPROVES SCHEDULE ADHERENCE -SHOULD INCREASE AVERAGE BUS LOADING -REDUCES NO. OF BUS LINES ON BURNHAMTHORPE	-REQUIRES TRANSFERS BETWEEN RTES. 6 & 26 FOR THROUGH TRIPS
*7	7	SQUARE ONE TO WESTWOOD MALL (HALTON) VIA RATHBURN, TOMKEN, EGLINTON AVE, & AIRPORT RD.	SQUARE ONE TO WESTWOOD MALL (HALTON) VIA CENTRAL PKWY EGLINTON AVE, & AIRPORT ROAD	REPLACES EXISTING ROUTE 28	-TO REPLACE RTE 28 & PROVIDE ALL-DAY SERVICE TO AIRPORT & HALTON	-SHOULD ATTRACT MORE PASSENGERS AND IMPROVE R/C RATIO	

1	2	3	4	5	6	7	8
*8	8	CLARKSON GO TO SQUARE ONE VIA SOUTHDOWN, TRUSCOTT, MISS. RD. PT CREDIT GO, ATWATER, CANTHRA, & MISS. VALLEY BLVD.	PT CREDIT GO TO EGLINTON AVE & DIXIE ROAD VIA ATWATER, CANTHRA & EGLINTON AVE.	-TO OPERATE ONLY EAST OF PORT CREDIT GO -TO ALIGN ON CANTHRA ROAD TO EGLINTON AVE AND NOT ACCESS SQUARE ONE AS AT PRESENT	-TO PROVIDE REQUESTED SERVICE ON CANTHRA NORTH OF BLOOR ST. -TO MOVE TOWARDS A "GRID" BUS SYSTEM	-IMPROVES SCHEDULING ADHERENCE DUE TO SHORTER RTE -TO SERVICE A PRESENTLY UN-SERVED AREA -PROVIDES A NEW RTE INTO THE MAJOR IND. AREA -REDUCES NO. OF BUSES ON MISS. VALLEY BLVD NORTH OF SILVER CREEK	REMOVES SERVICE FROM SILVER CREEK BLVD THAT MAY RESULT IN SOME COMPLAINTS ABOUT INCREASE IN WALK DISTANCE
9	9	MEADOWVALE TOWN TO SQUARE ONE	NO CHANGE	-	-	-	-
*10	10	MEADOWVALE TOWN CENTRE TO SOUTH COMMON MALL VIA WINSTON CHURCHILL, BRITANNIA, STREETSVILLE, EGLINTON, & ERIN MILLS PKWY	MEADOWVALE TOWN CENTRE TO CLARKSON GO STA. VIA WINSTON CHURCHILL, BRITANNIA, AND ERIN MILLS PKWY	-DIRECT NORTH/SOUTH "GRID" LINE BETWEEN MEADOWVALE AND CLARKSON GO AT LAKESHORE ROAD	TO PROVIDE A FAST N/S SERVICE FOR THE WEST SIDE OF THE CITY WITH CONNECTIONS TO MAJOR EAST/WEST LINES	-REDUCED TRAVEL TIMES FOR LONG TRIPS -ESTABLISHES A MAJOR N/S GRID LINE -CONNECTS MAJOR EN-ROUTE TRIP DESTINATION POINTS INCLUDING CREDIT VALLEY HOSPITAL	-TRANSFER REQUIRED FROM STREETSVILLE TO CREDIT VALLEY HOSPITAL
11	11	WESTWOOD HALL TO ISLINGTON STATION VIA HWY 427	NO CHANGE	-	-	-	-
12	12	WESTWOOD HALL TO REXDALE & ISLINGTON VIA COREWAY & REXDALE BLVD.	NO CHANGE	-	-	-	-

341

1	2	3	4	5	6	7	8
*13	13	ERINDALE COLL TO CLARKSON GO VIA ERINDALE COLLEGE, SOUTH COMMON MALL, ERIN MILLS, SHERIDAN MALL, TRUSCOTT, BRONSGROVE, CLARKSON GO & MEADOW WOOD	SHERIDAN MALL TO S COMMON MALL & ERIN MILLS WEST AREA VIA SHERIDAN RESEARCH, HOMELANDS, GLEN ERIN, COLLEGEWAY, & BURNHAMTHORPE	-EXISTING ROUTE TOTALLY CHANGED -EXISTING ROUTE 13 TO BE COVERED BY NEW OR REVISED ROUTES 14, 21 & 32	-NEED FOR SYSTEM REVISION IN THE SOUTH WEST AREA OF THE CITY -NEED TO MINIMIZE CIRCUITOUS ROUTING	-GENERAL ROUTE IMPROVEMENT IN SOUTH-WEST AREA TO BENEFIT PASSENGER TRAVEL TIMES & ACCESSIBILITY -START OF THE FUTURE GLEN ERIN "GRID" LINE	MORE TRANSFERS THAN AT PRESENT MAY BE NECESSARY
-	14	NO EXISTING RTE 14	PT CREDIT GO TO CLARKSON GO & MEADOW WOOD RD VIA LAKESHORE RD, MISSISSAUGA RD, INDIAN/TRUSCOTT, SOUTHDOWN & MEADOW WOOD AREA	REPLACES EXISTING RTE 8 WEST OF PT CREDIT GO & PART OF RTE 13 IN MEADOW WOOD AREA	-IN CONJUNCTION WITH REDESIGN OF ROUTES IN S.W. AREA OF THE CITY -TO IMPROVE SCHEDULE ADHERENCE OF EXISTING LINES	-IMPROVE SCHEDULE ADHERENCE -SAME LEVELS OF SERVICE FOR TRUSCOTT & MEADOW WOOD AREAS	
15	15	WESTWOOD MALL TO TORBRAM RD IND AREA	NO CHANGE	-	-	-	-
16	16	WESTWOOD MALL LOCAL MALTON CIRCULAR ROUTE	NO CHANGE	-	-	-	-
17	17	ISLINGTON STA. DIXIE/TOMKEN IND. AREA SOUTH OF HWY 401	NO CHANGE	-	-	-	-
18	18	WESTWOOD MALL TO AIRPORT IND AREA VIA OLD MALTON, & AIRPORT RD.	NO CHANGE	-	-	-	-

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1	2	3	4	5	6	7	8
*19	19	SQUARE ONE TO BRAMPTON 4-CORNERS VIA HURONTARIO	SQUARE ONE TO SHOPPERS WORLD VIA HURONTARIO	NORTH END OF ROUTE FROM SHOPPERS WORLD TO 4-CORNERS DISCONTINUED	-REDUCED RUNNING TIME TO IMPROVE SCHEDULE ADHERENCE -NO NEED FOR RTE 19 BEYOND SHOPPERS WORLD SERVED BY BRAMPTON TRANSIT	-DECREASE RUN TIME -SCHEDULE ADHERENCE WITH- OUT SPEEDING -AVOIDS NEED TO ADD A BUS -REMOVES DRIVER/ PASSENGER CONFLICT ABOUT PAYING A SECOND FARE	
20	20	SQUARE ONE TO ISLINGTON STA	NO CHANGE				
*21	29	MEADOWVALE TC TO ISLINGTON STATION VIA AQUITAINE, MILLCREEK, MISSISSAUGA RD. & DUNDAS	MEADOWVALE TC TO SHERIDAN MALL VIA AQUITAINE, MILLCREEK, MISSISSAUGA, DUNDAS & ERIN MILLS PKWY	-NORTH SOUTH "GRID" ONLY -NOT TO RUN TO ISLINGTON STATION	-NEED TO REDUCE LENGTH OF LINE FOR FLEXIBILITY OF SCHEDULING AND FOR SCHEDULE ADHERENCE	-IMPROVES SCHED ADHERENCE -SHOULD INCREASE LOADS ON OTHER DUNDAS BUS LINES	-LOSS OF DIRECT ACCESS TO ISLING BY STREETSVILLE PASSENGERS -TRANSFERS REQ'D TO TRAVEL ON DUNDAS, EAST OF MISSISSAUGA RD
22	22	WESTWOOD MALL TO HUMBER COLL & HOSPITAL	NO CHANGE				
23	23	LONG BRANCH GO TO SHERIDAN MALL VIA LAKESHORE SOUTHDOWN, & ERIN MILLS PKWY	LONG BRANCH GO TO CLARKSON GO VIA LAKESHORE WITH PEAK PERIOD EXTENSION ON ROYAL WINDSOR	-RTE NOT EXTENDED TO SHERIDAN MALL BUT SERVICE ALONG ROYAL WINDSOR DRIVE POSSIBLE IN PEAK PERIODS	-PART OF SOUTH WEST AREA SYSTEM REDESIGN -NO NEED TO DUPLICATE BUSES ON SOUTHDOWN/ ERIN MILLS TO SHERIDAN MALL -NEED TO IMPROVE SCHED TIME	-SCHEDULE ADHERANCE IMPROVED -GRID LINE ESTABLISHED	-TRANSERS AT CLARKSON GO TO REACH SHERIDAN MALL
24	24	MEADOWVALE TC TO MEADOWVALE GO	NO CHANGE				
25	25	SQUARE ONE TO BRITANNIA IND AREA VIA HURONTARIO	NO CHANGE				

2421

1	2	3	4	5	6	7	8
*26	26	SAWMILL/FOLKWAY TO ISLINGTON STATION VIA SAWMILL, FOLKWAY, SOUTH COMMON, SQUARE ONE AND BURNHAMTHORPE	SOUTH COMMON MALL TO ISLINGTON STATION VIA BURNHAMTHORPE	RTE NOT TO EXTEND WEST OF SOUTH COMMON AT PRESENT	-TO DEVELOP A MAJOR TRUNK LINE ON BURNHAMTHORPE RD -PART OF SYSTEM REDESIGN FOR THE WEST SIDE OF THE CITY -TO SEPARATE A TRUNK LINE FROM A LOCAL AREA SERVICE	-DIFFERENT LEVEL OF SERVICE AND BUS SIZE CAN BE USED THROUGH THE FOLKWAY & SAWMILL AREAS -SHOULD REDUCE BUS OBJECTIONS IN THE AREA	-LOCAL BUS SERVICE PASSENGERS WILL NEED TO TRANSFER AT SOUTH COMMON OR OTHER LOCATIONS
*27	27	MEADOWVALE TC TO ISLINGTON STATION (LIMITED EXPRESS) VIA ERIN MILLS PKWY AND DUNDAS	SOUTH COMMON MALL TO ISLINGTON STATION (LIMITED EXPRESS) VIA ERIN MILLS PKWY AND DUNDAS	TERMINAL MOVE FROM MEADOWVALE TO SOUTH COMMON MALL	RTE 10 TO PROVIDE A FAST SERVICE FROM MEADOWVALE TO SOUTH COMMON AND CONNECT WITH THE RTE 27	-INCREASED RIDES ON THE NEW RTE 10 -MORE ECONOMICAL USE OF AVAIL. BUSES	TRANSFERS REQUIRED AT SOUTH COMMON MALL
*28	28	SQUARE ONE TO EGLINTON/ RENFORTH BUS LOOP VIA CENTRAL PKWY W & EGLINTON AVE	NEW ROUTE TOMKEN/DIXIE NORTH IND. AREA CIRCULAR ROUTE VIA INDUSTRIAL AREA	-EXISTING RTE 28 REPLACED BY ROUTE 7 -NEW RTE 28 CIRCULATES THROUGH INDUSTRIAL AREA NORTH OF HWY 401 & CONNECTS WITH RTES 5 & 51	-NEED TO REPLACE EXISTING POOR R/C ROUTE 28 -NEED TO RE-ALIGN DIXIE & TOMKEN RTES AS MAJOR "GRID" LINES	-IMPROVED SERVICE COVERAGE & FLEXIBILITY TO MAKE ADJUSTMENTS TO SERVICE AREA	-
*29	21	SUNDAY ROUTE AND NUMBER MEADOWVALE TC TO ISLINGTON STATION NOTE: SUNDAY ROUTE NO 29 TO CHANGE TO NO. 42	SOUTH COMMON MALL TO ISLINGTON STATION VIA WINSTON CHURCHILL, COLLEGEWAY, & ERIN MILLS PKWY	-RTE NO. 29 MOVED TO THE REVISED RTE. 21 -SUNDAY ROUTE 29 NOT TO BE CHANGED BUT NUMBER CHANGED TO 42	-TO REDUCE PRESENT CIRCUITOUS ROUTING OF RTE 1 -TO REDUCE PRESENT RTE 1 TRAVEL TIME	-SHORTER RTE LENGTH -TRAVEL TIME REDUCTION BY UP TO 12 MINS -POSSIBLE INCREASE IN PASSENGERS	-NO. OF TRANSFERS COULD INCREASE BETWEEN SOUTH COMMON MALL AND SHERIDAN MALL -NEED TO BLEND RTES. 1 & 21
30	30	WESTWOOD MALL TO WOODBINE CENTRE VIA OLD MALTON VILLAGE AND DERRY ROAD	WESTWOOD MALL TO WOODBINE CENTR	-	SMALL ROUTE CHANGE TO INCREASE ACCESSIBILITY IN OLD MALTON	-	-
31	31	ERINDALE COLL TO ISLINGTON STATION	-	NO CHANGE	-	-	-

1	2	3	4	5	6	7	8
*-	32	NO EXISTING RTE 32	RTE 32 REPLACES RTE 13 IN PARK ROYAL AREA BASED ON CLARKSON GO STATION VIA TRUSCOTT, BROMSGROVE, SOUTHDOWN OPTION TO SERVICE SOUTH SERVICE ROAD	LOCAL SERVICE ROUTING THROUGH PARK ROYAL AREA	-PART OF SYSTEM REDESIGN OF WEST SIDE OF CITY -SERVICE REQUESTED ON SOUTH SERVICE ROAD	-SOLVES SCHEDULE ADHERENCE PROBLEMS -POSSIBLE INCREASE IN TRANSFERS -IMPROVED SERVICE TO CLARKSON GO -IMPROVED SCHEDULING FLEXIBILITY	
*13	33	SQUARE ONE TO ISLINGTON STA.	SQUARE ONE TO ISLINGTON STA. VIA MISSISSAUGA VALLEY BLVD NORTH & BLOOR	RTE 33 IS TO REPLACE RTE 8 ON THE MISS. VALLEY BLVD (NORTH SEGMENT) RTE 3 & 33 BLEND ON BLOOR ST.	SYSTEM REVISIONS THAT EFFECT RTE 8	PERMITS DESIRABLE STRAIGHTENING OF RTE 8	NEED TO SCHEDULE RTE 3 & 33 TO ACHIEVE A BLENDED 5 MIN. SERVICE ON BLOOR W OF MISS. VALLEY BLVD
*-	34	NO EXISTING ROUTE 34	SQUARE ONE TO CREDIT VALLEY HOSPITAL VIA EGLINTON AVE	NEW BUS LINE INTO SERVICE AREA	-TO PROVIDE SERVICE TO NEW DEVELOPMENTS ALONG EGLINTON AVE		LIKELY TO HAVE R/C RATIO BELOW 0.35 FOR SIX MONTHS
*-	35	NO EXISTING ROUTE 35	WESTWOOD HALL TO DIXIE/TOMKEN/ DERRY VIA DREW ROAD	NEW BUS LINE INTO SERVICE AREA	-TO PROVIDE DIRECT SERVICE BETWEEN MALTON & MAJOR IND. AREA RTEs 5 & 51		AN INITIAL LOW R/C RATIO EXPECTED
*26	40	SAWMILL, FOLKWAY SOUTH COMMON HALL (PART OF EXISTING RTE 26 & 26 SHUTTLE)	SOUTH COMMON HALL TO SQUARE ONE VIA FOLKWAY, SAWMILL, BURNHAMTHORPE, & CENTRAL PKWY WEST	NEW BUS LINE	-FLEXIBILITY TO ADJUST LEVEL OF SERVICE THROUGH THE RESIDENTIAL AREAS -TO REDUCE PRESENT CIRCUITOUS ROUTING -TO PROVIDE DIRECT RTE TO ERINDALE GO	-IMPROVES SCHED. FOR RTE 26 -DIRECT SERVICE TO GO STATION -SERVICE TO MISS TRANSIT OFFICE/ GARAGE & LINK TO SQ. ONE	STILL CIRCUITOUS BUT AN IMPROVE- MENT OVER RTE 26 ROUTING
41	41	PORT CREDIT GO TO ISLINGTON STATION	NO CHANGE				
*51	51	ISLINGTON STA. TO DIXIE/ MEYERSIDE VIA DUNDAS & DIXIE	ISLINGTON STA. TO DIXIE/DERRY VIA DUNDAS & DIXIE	CHANGED TO A "GRID" ROUTE TO DERRY ROAD	-NEED TO EXTEND SERVICE INTO NEW IND. DEVELOPMENT AREAS -REQUESTS FOR SERVICE	-EXTENDED "GRID" SYSTEM -SIMPLIFIES SCHEDULING TO IMPROVE SCHED. ADHERENCE	

340)

3(g)

\$ PROO
File: BNS.ECH;1

TABLE 2 VEHICLE ALLOCATION FOR PROPOSED REVISED ROUTINGS
(PEAK PERIODS)

ROUTE	HEADWAY	SERVICE	IN SERV.HRS	TRIP TIME	MAX BUSES
1,21,31,41	5 MIN	ALL DAY	535A-300X	120 MIN	24
2	10 MIN	ALL DAY	534A-120X	50 MIN	5
3,33	5 MIN	ALL DAY	543A-140X	80 MIN	15
4	30 MIN	ALL DAY	550A-1145P	120 MIN	4
5	10 MIN	ALL DAY	530A-124X	120 MIN	12
6	20 MIN	ALL DAY	511A-200X	60 MIN	3
7	30 MIN	ALL DAY	600A-1100P	150 MIN	5
8	20 MIN	ALL DAY	530A-1200X	80 MIN	4
9	30 MIN	ALL DAY	635A-1245X	90 MIN	3
10	30 MIN	ALL DAY	530A-1200X	90 MIN	3
11	10 MIN	ALL DAY	600A-130X	60 MIN	6
12/30	30 MIN	ALL DAY	630A-1130P	60 MIN	2
13	20 MIN	ALL DAY	600A-1000P	40 MIN	2
14	20 MIN	ALL DAY	600A-1100P	80 MIN	4
15	30 MIN	RUSH	630A-1000A 200P-700P	60 MIN	2
16/16S	30 MIN	ALL DAY	630A-1105P	30 MIN	2
17	10 MIN	RUSH	617A-900A 340P-600P	90 MIN	9
18	30 MIN	RUSH	630A-930A 330P-700P	60 MIN	2
19	30 MIN	ALL DAY	600A-1100P	60 MIN	2
20	20 MIN	ALL DAY	555A-1110P	80 MIN	4
22	30 MIN	ALL DAY	630A-1100P	30 MIN	1
23	20 MIN	ALL DAY	440A-200X	80 MIN	4
24	30 MIN	RUSH	612A-735A 510P-700P	60 MIN	2
25	30 MIN	RUSH	615A-1000A 305P-615P	30 MIN	1
26	5 MIN	ALL DAY	530A-200X	100 MIN	16
27	30 MIN	RUSH	635A-750A 450P-635P	45 MIN	3
28	15 MIN	ALL DAY	600A-100X	60 MIN	4
29	30 MIN	ALL DAY	532A-100X	120 MIN	4
32	20 MIN	ALL DAY	500A-100X	20 MIN	1
34	30 MIN	ALL DAY	630A-1200X	60 MIN	2
35	30 MIN	RUSH	630A-1000A 230P-730P	60 MIN	2
40	20 MIN	ALL DAY	500A-100X	80 MIN	4
51	15 MIN	RUSH	617A-917A 320P-640P	105 MIN	7

TOTAL = 164

BNS.ECH;1



Mississauga Transit MEMORANDUM



Operations & Works Committee

E.J. Dowling

General Manager - Transit

May 20th, 1986

File: 416.00

35/3

MAY 29 1986

MAY 28 1986

Ladies & Gentlemen:

A.02.07.02 OPERATIONS/WORKS
205.01

SUBJECT:

Transportation of Students by Mississauga Transit.

ORIGIN:

A request by the Peel Board of Education that Mississauga Transit study the feasibility of carrying students presently using school bus transportation.

BACKGROUND:

The Peel Board of Education, in 1985, engaged a consulting firm to review the student transportation service provided by the Board. The final report "Review of Transportation Services" recommended that the Board;

"prepare a detailed implementation schedule and cost for having Mississauga Transit...handle the transportation of all eligible grades 7-13 students who live and go to regular school programs in their service area."

The School Board analyzed the 1984/85 school bus data and concluded that about 60% of students in the seven grades using school buses might be accommodated by Mississauga Transit services. Based on the results of the consultant study the Board requested Mississauga Transit to study the possibility of carrying school bus students on regular bus services.

The main questions to be answered by the City are:

1. How many of the school bus students could be carried by transit in September 1986 to each of the schools identified by School Board data.

4(a)

2. What would be the recommended student fare, and
3. How should students obtain tickets or passes ie: directly from Mississauga Transit, or, through the School Board.

COMMENTS:

1. Transit Capability

The staff study to determine how many bus students of each school could be carried by transit involved four work stages.

1. The map location of the subject schools in relation to the existing transit routes.
2. The assignment of student home to school trips to the most appropriate transit routes.
3. A study of the available route capacities for the about one hour period prior to and after school hours.
4. A comparison of the assigned student volumes to the available bus capacity to determine how many students could be accommodated.

This process was necessary in order to be reasonably sure that Mississauga Transit could carry a given number of students. To do otherwise could cause problems for the School Board and for the City if it was discovered in September that students could not in fact be carried without running special buses.

The study results show that of the 3,416 reported eligible students, 902 (26%) could be reasonably accommodated by the present bus system. The following table summarizes the situation:

	Total School Bus Students	Total Eligible School Bus Students	Students Which Cannot Be Accom.	Students Which Could Be Accom.
Elementary Schools	4,669	514	306	208
Secondary Schools	3,283	2,902	2,208	694
Total	7,952	3,416	2,514 (74%)	902 (26%)

Table 1 lists the schools included in the study, the eligible number of students in each and those that could be accommodated by Mississauga Transit. 7(h)

Table-1 Students of each School that could be accommodated by Existing Mississauga Transit Routes

PB of E Schools by Family	Total Eligible Students	Could Not Accommodate	Could Accommodate	Accommodate (Rounded)
<u>Applewood Family</u>				
Applewood Heights	1	1	0	0
Tomken Sr.	23	0	23	100
	24	1	23	96
<u>Cawthra Park Family</u>				
Cawthra Park	272	156	116	43
<u>Clarkson Family</u>				
Clarkson S.S.	547	372	175	32
Green Glade Sr.	30	0	30	100
	577	372	205	35
<u>Gordon Graydon Family</u>				
Gordon Graydon	23	2	21	91
A A Martin	40	0	40	100
	63	2	61	96
<u>Lorne Park Family</u>				
Lorne Park	104	45	59	57
<u>Port Credit Family</u>				
Port Credit S.S.	497	413	84	17
Queen Elizabeth Sr.	81	81	0	0
W.J. Wood S.S.	131	106	25	19
	709	600	109	15
<u>Streetsville Family</u>				
Streetsville S.S.	724	549	175	24
Dolphin Sr.	132	132	0	0
	856	681	175	20
<u>T.L. Kennedy Family</u>				
Camilla Rd. Sr.	47	47	0	0
Britannia	423	384	39	9
T.L. Kennedy S.S.	149	149	0	0
	619	580	39	6
<u>Woodlands Family</u>				
Queenston Dr. P.S.	161	46	115	71
Woodlands	31	31	0	0
	192	77	115	60
Total	3,416	2,514	902	26%

H(c)

- 4 -

APPENDIX A contains individual maps of each School Family showing the location of schools to transit routes.

APPENDIX B contains a list of School Board bus routes and the number of students assigned to Mississauga buses.

2. Student Fares

At the present time, Mississauga Transit has three payment options for students: -

- an exact cash fare of 75¢ per trip (increasing to \$1.00 on June 1)
- 10 transit tickets for \$7.00 (70¢ per trip)
- a monthly unlimited trip flashpass for \$29.00

Based on the 902 students, and 185 school days, the cash fare would generate about \$250,000 annual revenue; tickets, about \$236,000 annually; and the flashpass, about \$235,000.

The Board of Education has two options with regard to the student fares, they can purchase a book of transit tickets and distribute them to the students on an as need basis, or, purchase monthly passes with unlimited rides for that month.

From our review it would appear that the purchase of transit tickets by the Board and their distribution to the students who qualify for transportation would be the cleanest way as each school could distribute the required tickets on a weekly or monthly basis.

CONCLUSION:

Based on the 1985/86 student data provided by the Peel Board of Education it is the opinion of transit staff that about 902 of the possible 3,416 school bus students could be carried comfortably by City buses at this time. This conclusion does not take into consideration possible future improvements to the transit system toward the end of 1986 or, further improvements in 1987. Also it does not consider the possible accommodation of Separate School Students.


It would be reasonable to conclude however that additional students could be accommodated as the transit system expands and existing levels of service on all routes increase.

H(d)

RECOMMENDATIONS:

That a copy of this report be sent to the Board of Education requesting their response as to whether they wish to take advantage of the opportunity to transport approximately 902 students utilizing the Mississauga Transit system.

Respectfully submitted



E.J. Dowling
General Manager

EJD/dk
1.9(23)

4(2)

APPENDIX A

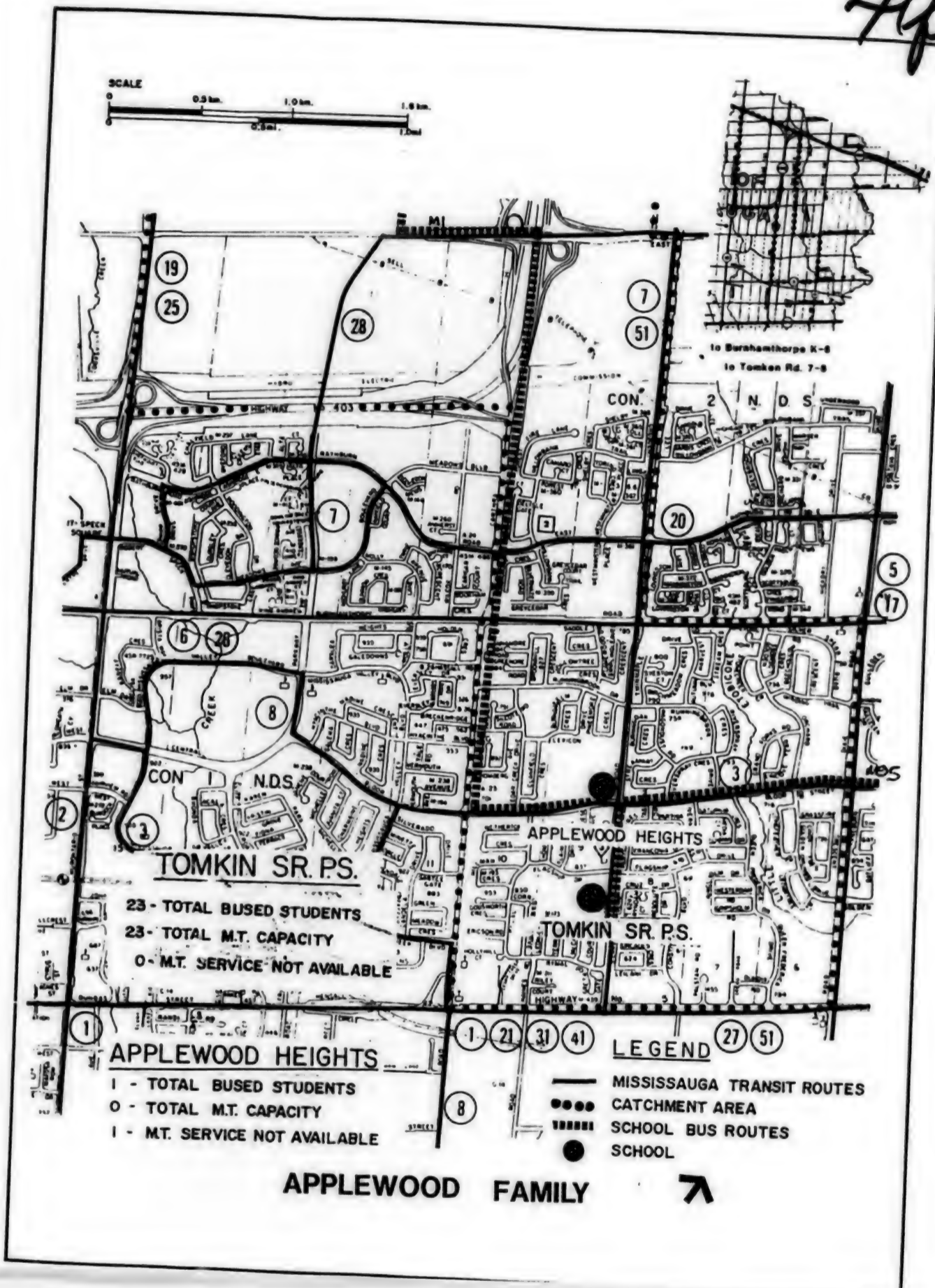
Mississauga Transit Route and Board School
Bus Routes by School Family Catchment Area

Source: Peel Board of Education South Area Business
Office Secondary and Elementary Bus Routes

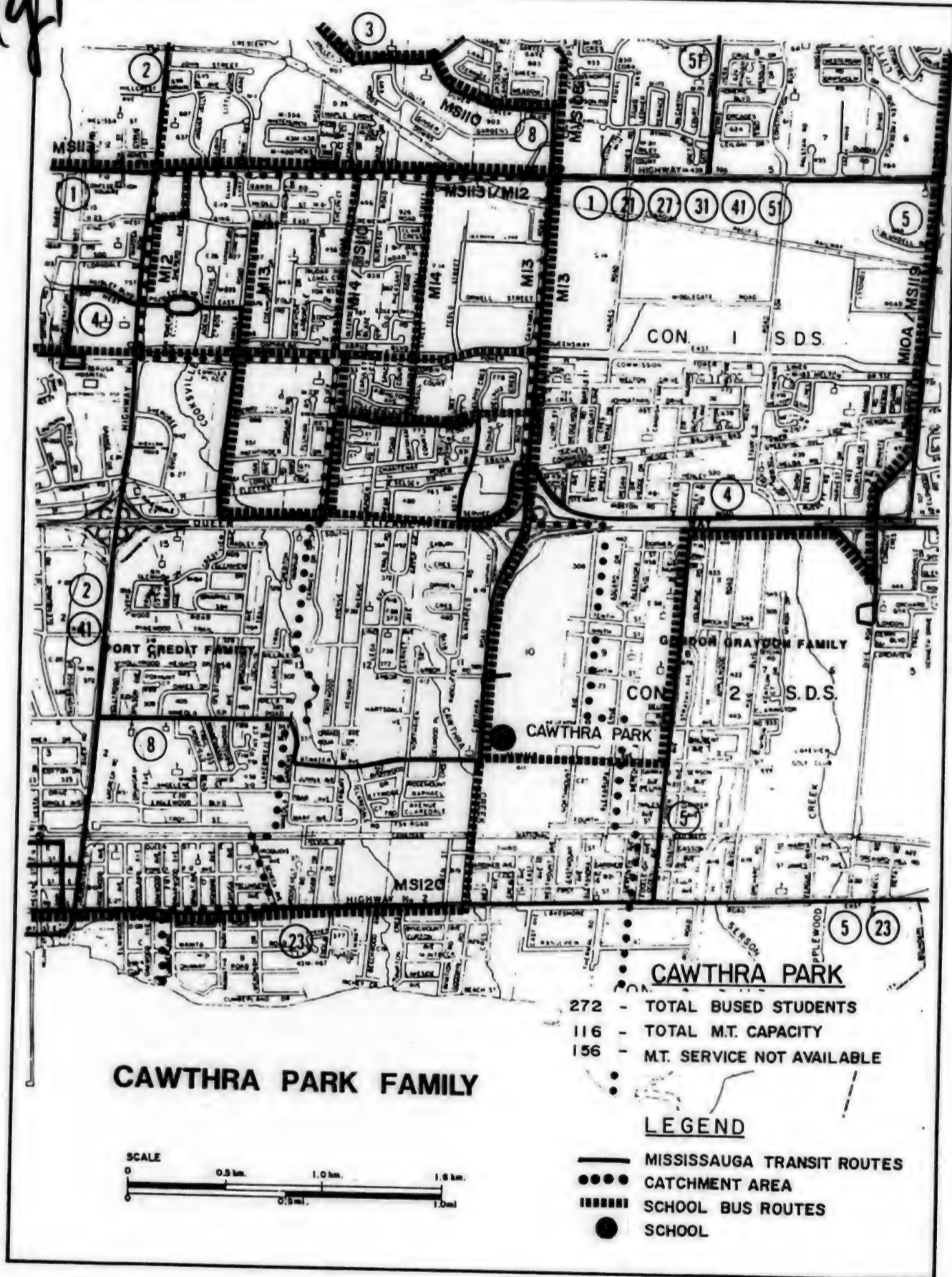
Peel Board of Education, Directions, 1983-84

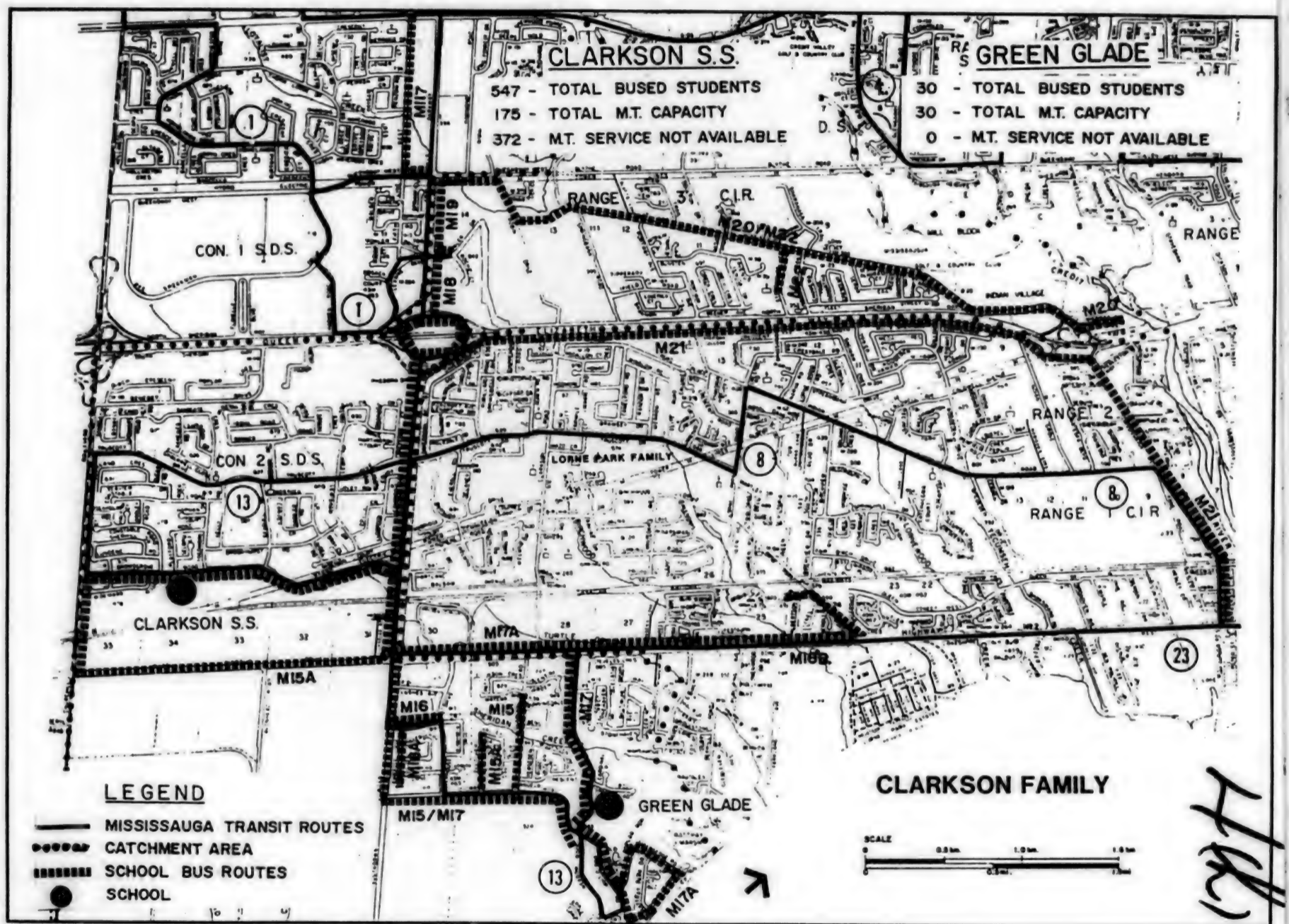
Note: M95, MS 113, etc. refers to School Bus Route Numbers

441

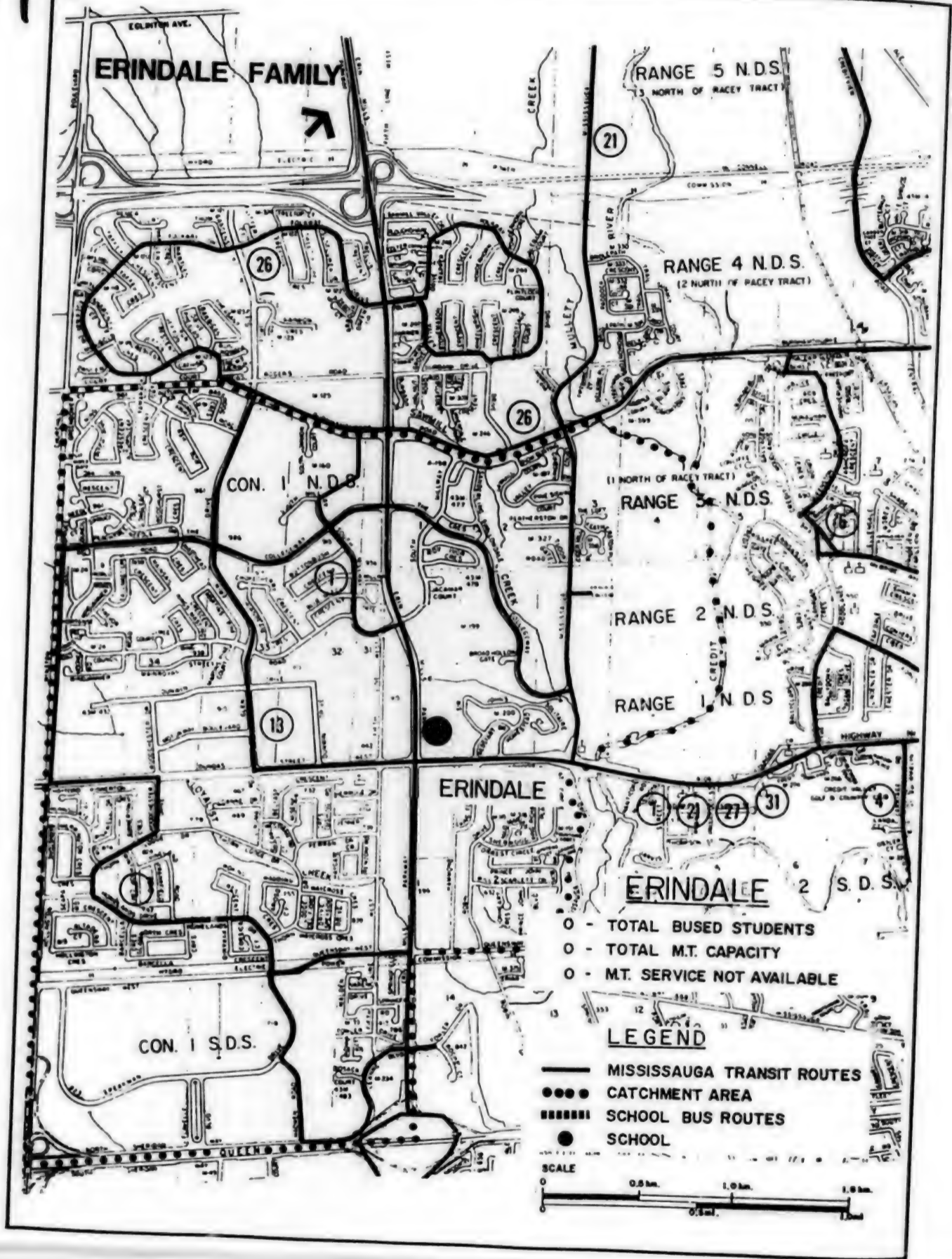


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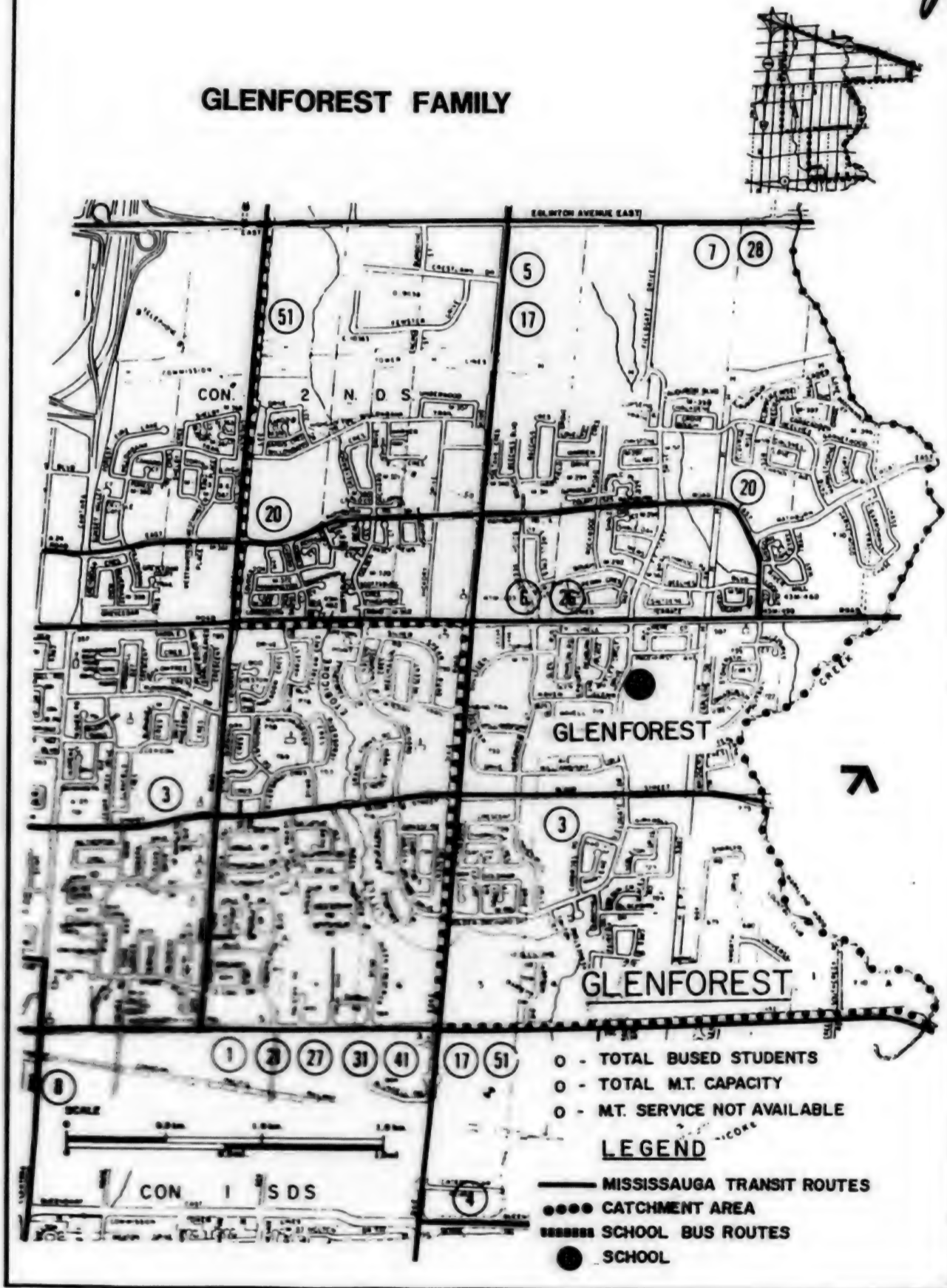


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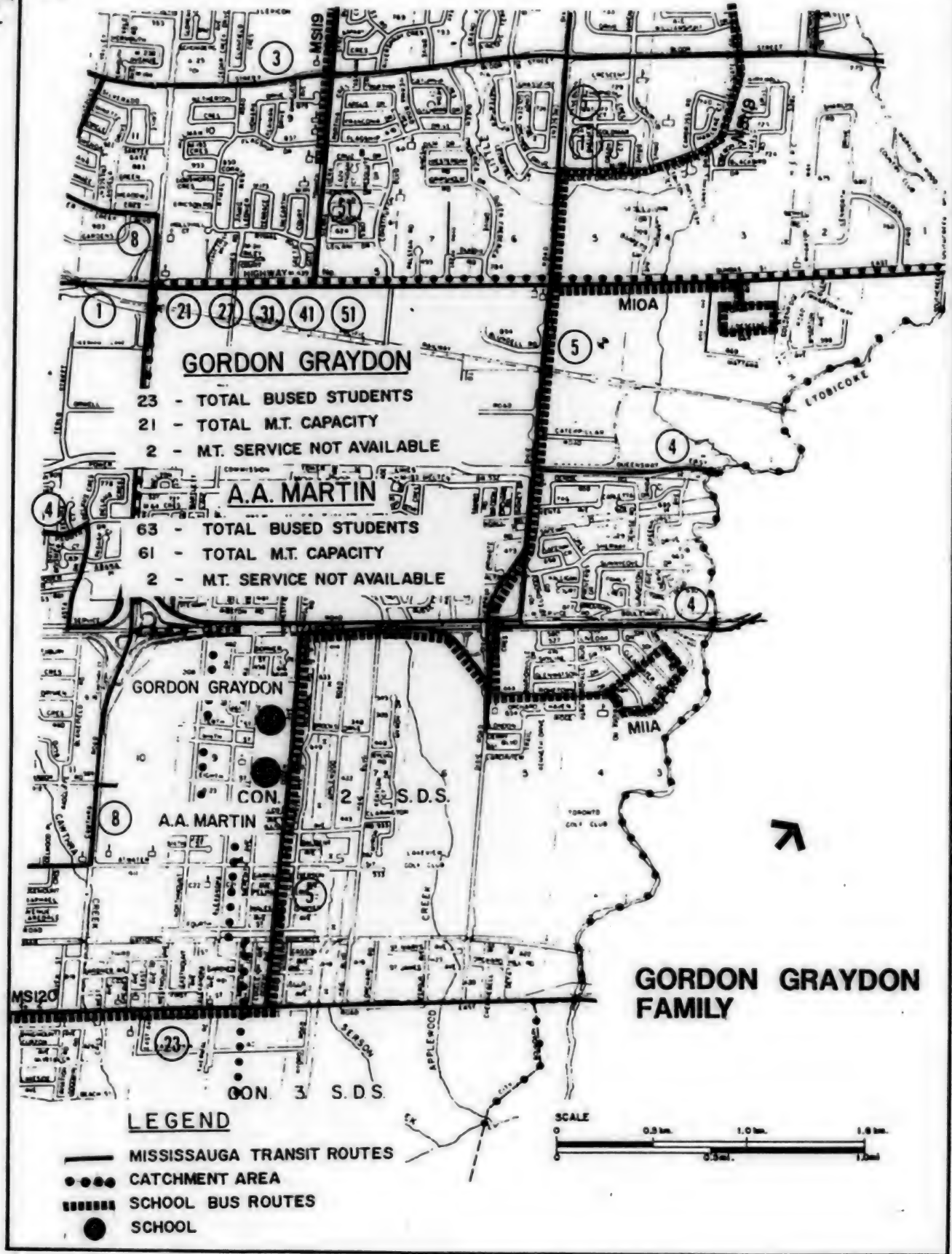


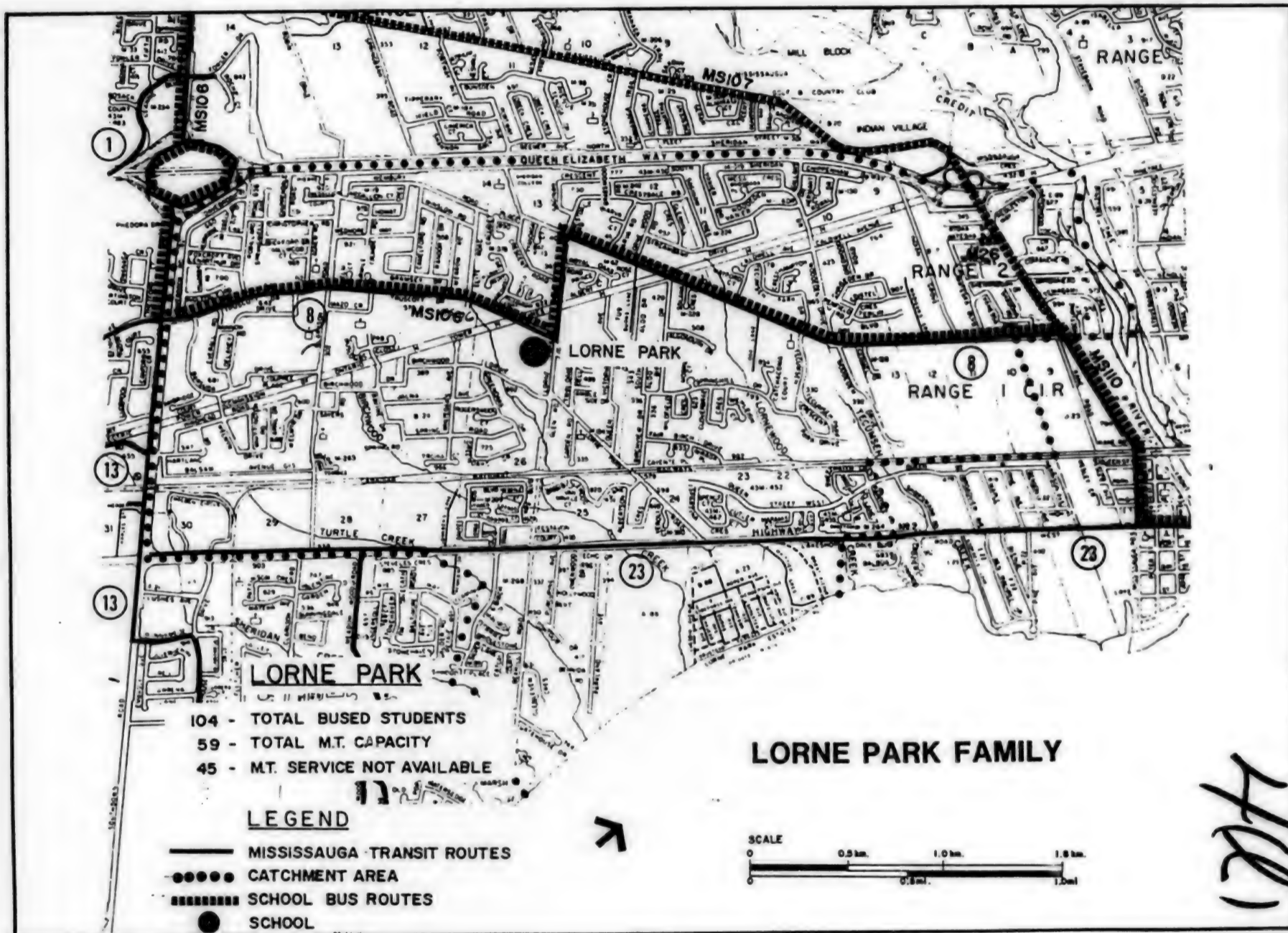
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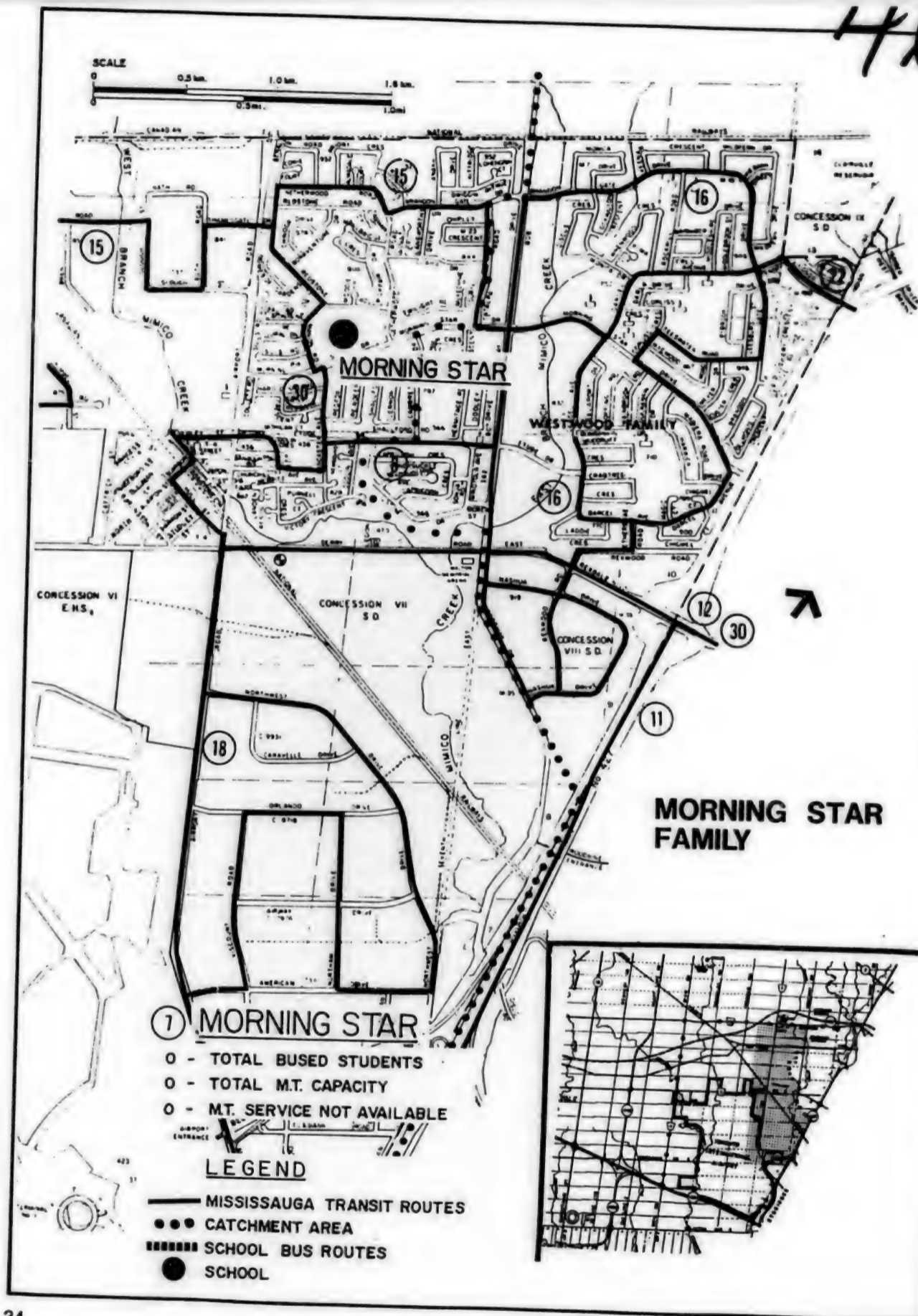
GLENFOREST FAMILY

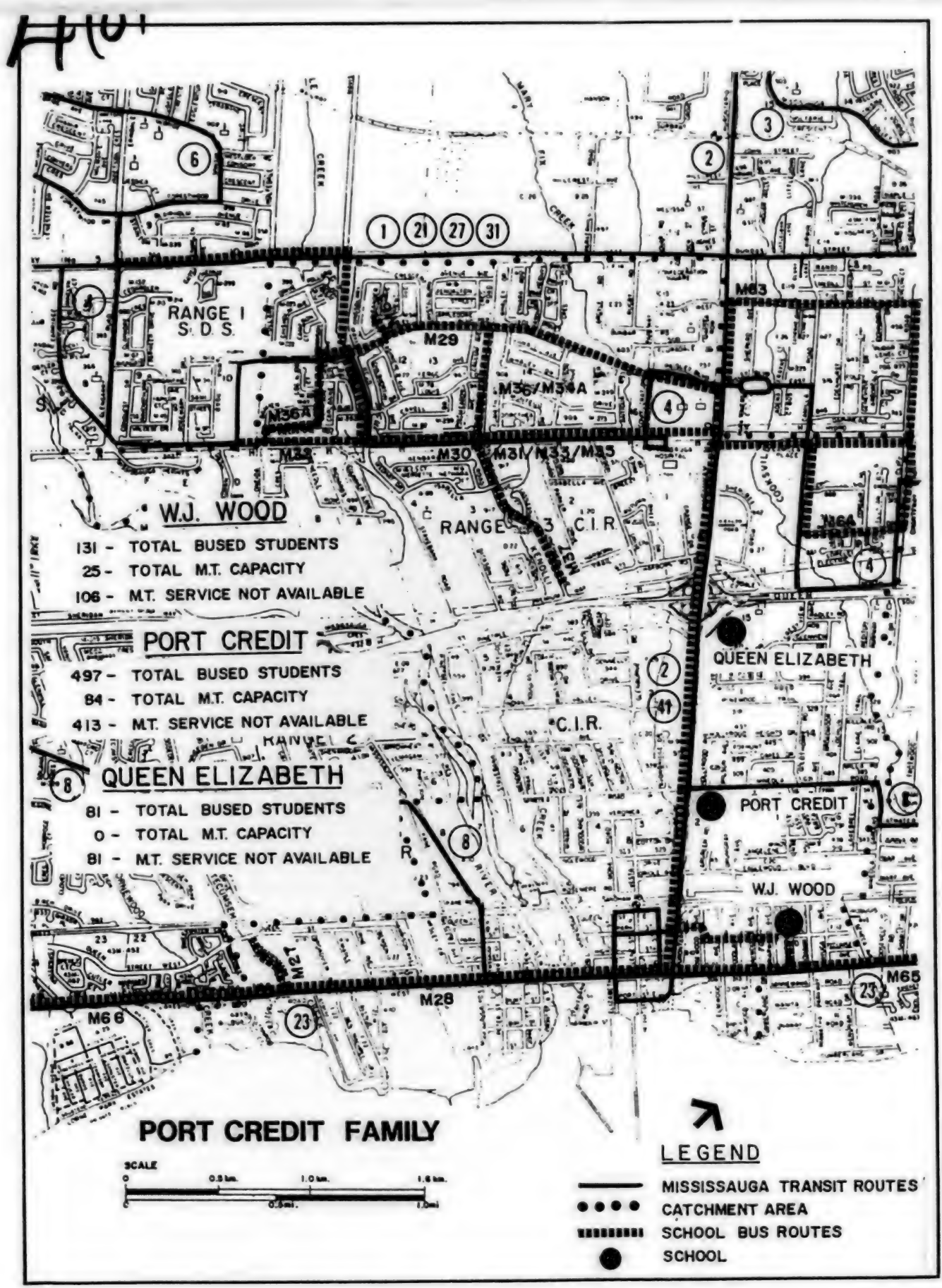


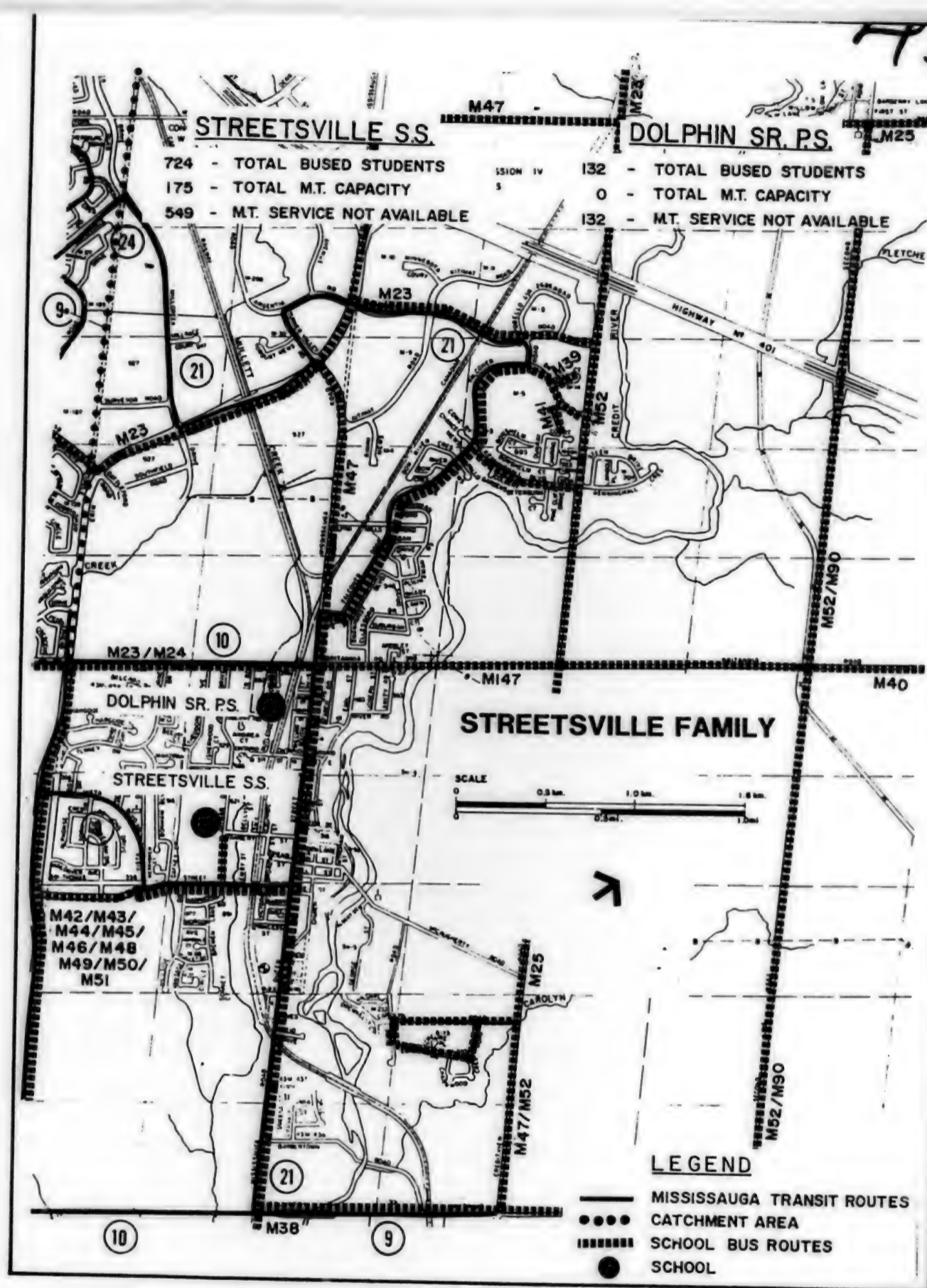
H/R1

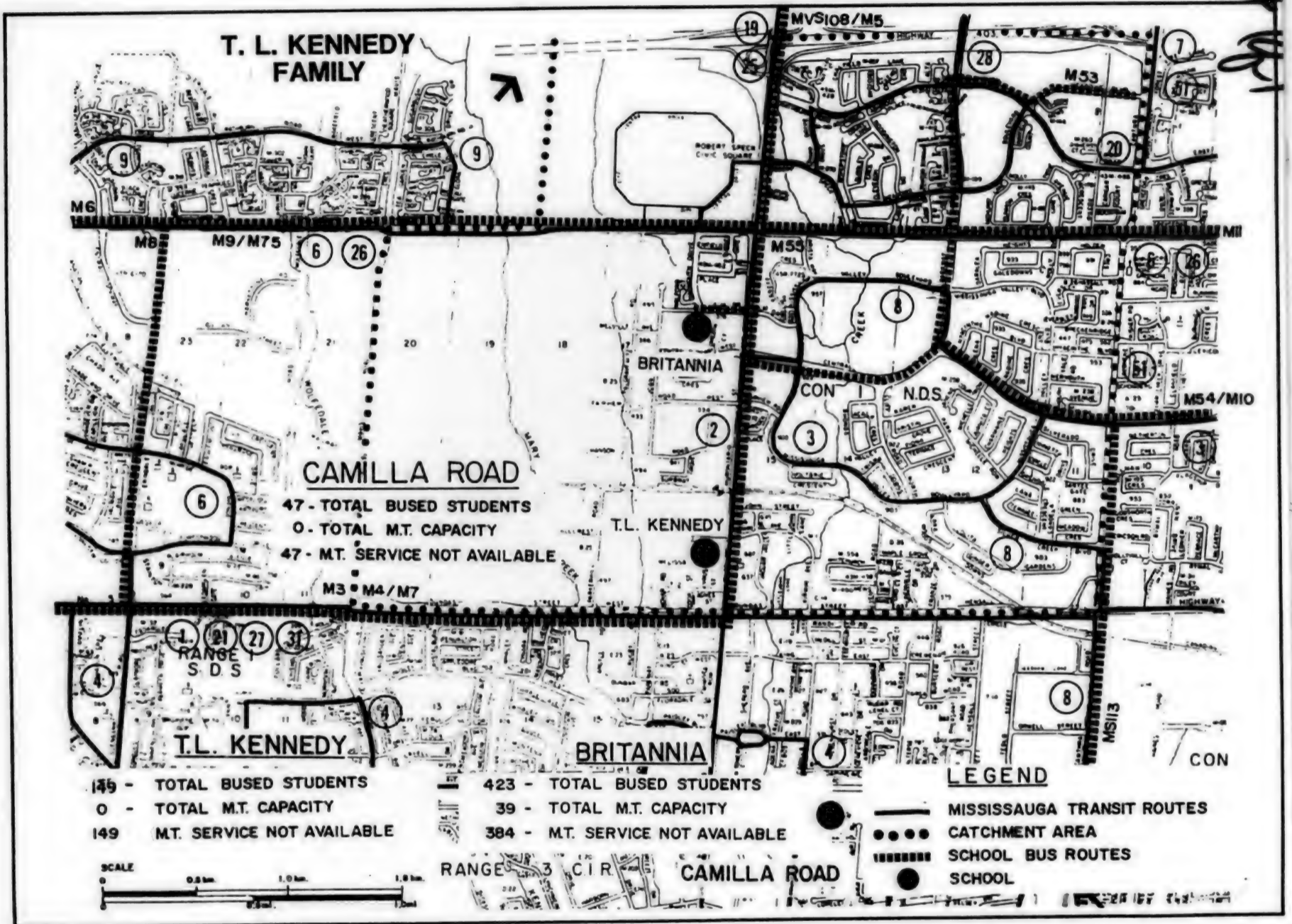




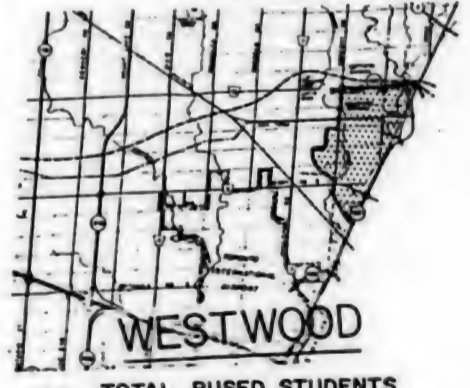
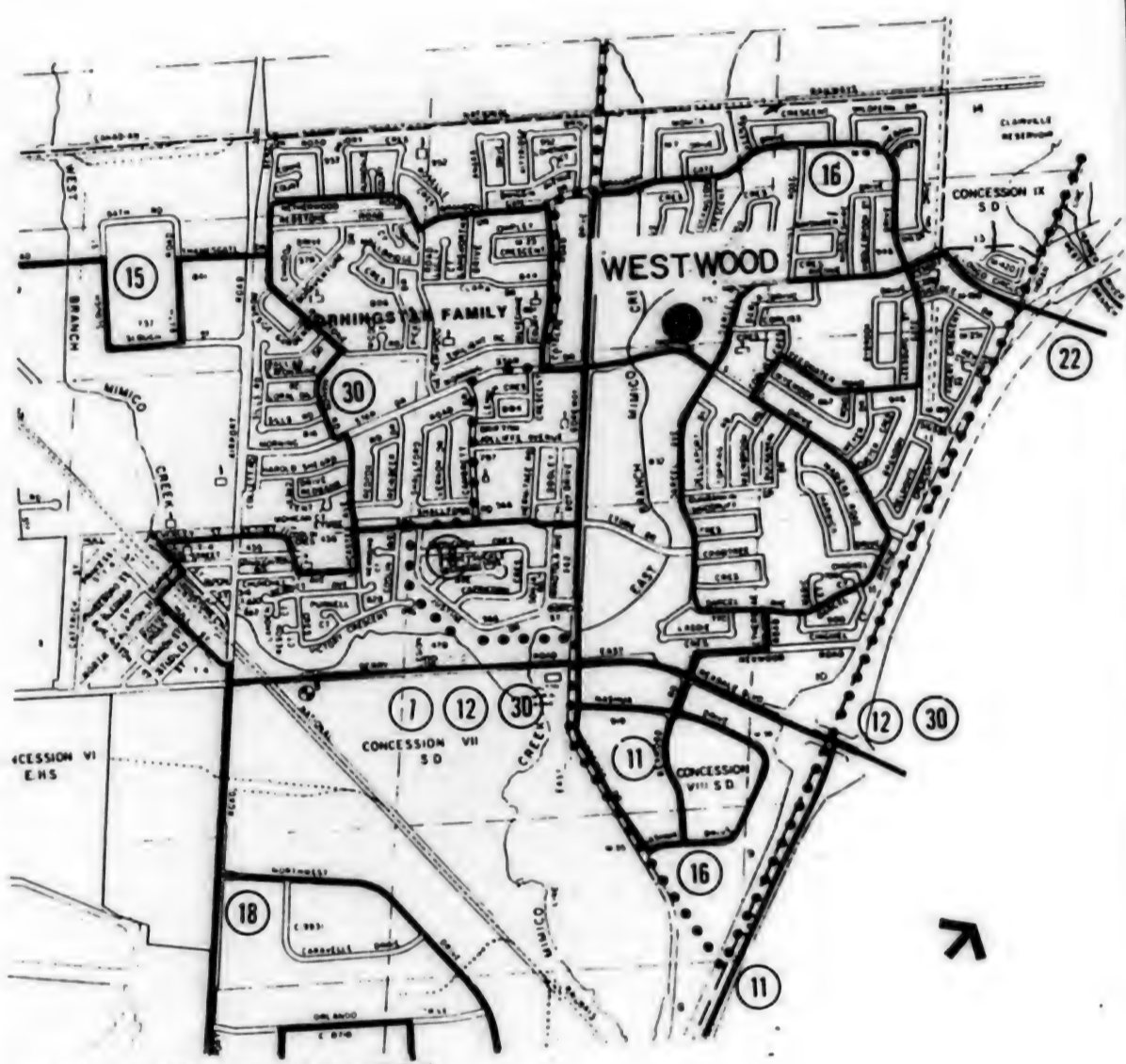




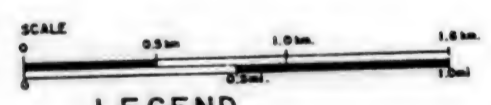




44



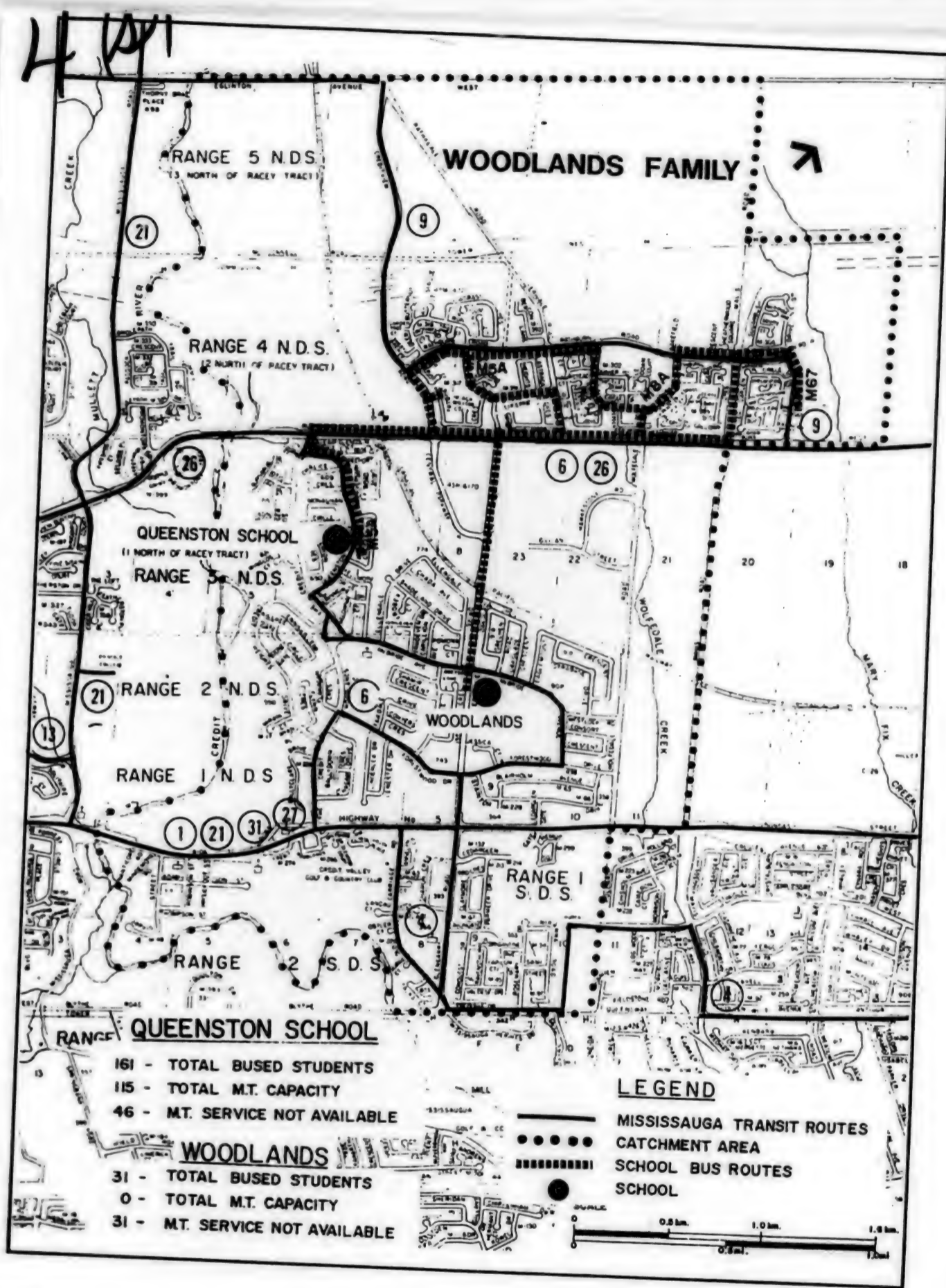
WESTWOOD FAMILY



LEGEND

- MISSISSAUGA TRANSIT ROUTES
- CATCHMENT AREA
- ||||| SCHOOL BUS ROUTES
- SCHOOL

- - TOTAL BUSED STUDENTS
- - TOTAL M.T. CAPACITY
- - M.T. SERVICE NOT AVAILABLE



4(t)

APPENDIX B

Ability of Mississauga Transit to Accommodate 1985-86
Peel Board of Education Bused Students, by
School, and Board Transportation Routes

14

[illegible]

- 2 -

ABILITY OF MISSISSAUGA TRANSIT TO ACCOMMODATE 1985-86 PEEL BOARD OF EDUCATION
BUSED STUDENTS, BY SCHOOL, AND BOARD TRANSPORTATION ROUTES

School	School Board Route	No. of Students	MT Route	Avail. Cap.	Remain Cap.	MT Route	Avail. Cap.	Remain Cap.	Operating Condition	Could Not Accom. A
Green Glade Sr.	M16B	30	23W	76	46	13S	93	63		0
		30								0
FAMILY TOTAL		577								372
<u>Gordon Graydon Family</u>										
Gordon Graydon	M10A	20	1W	47	27	5S	302	282		0
	MS119	1	3W	1	0	5S	282	281	Walk to Bloor	0
	MS120	2							No Access	2
		23								2
A.A. Martin	M10A	27	1W	27	0	5S	281	254		0
	M11A	13	5S	254	241				Walk to Dixie	0
		40								0
FAMILY TOTAL		63								2
<u>Lorne Park Family</u>										
Lorne Park	M26	51	8S	69	18					0
	MS106	8							2 Transfers	8
	MS107	9							2 Transfers	9
	MVS108	1							2 Transfers	1
	MS110	19							2 Transfers	19
	MS119	8							2 Transfers	8
	MS120	8	13N	8		8N	8	0		0
FAMILY TOTAL		104								45

41(2)

17

[illegible]

ABILITY OF MISSISSAUGA TRANSIT TO ACCOMMODATE 1985-86 PEEL BOARD OF EDUCATION
BUSED STUDENTS, BY SCHOOL, AND BOARD TRANSPORTATION ROUTES

School	School Board Route	No. of Stu.	MT Route	Avail. Cap.	Remain Cap.	MT Route	Avail. Cap.	Remain Cap.	Operating Condition	Could Not Accom.	C
<u>Streetsville Family</u>											
Streetsville S.S.	M38	49	21N	53	4					0	
	M39	53	21S	77	24					0	
	M40	53								0	
	M41	53	21S	24	29				No Access	53	
	M42	49	26E	149	100	10N	49	0		29	
	M43	44	26E	100	56	10N	0			0	
	M44	44	26E			10N	0			44	
	M45	53	26E			10N	0			44	
	M46	54	26E			10N	0			53	
	M47	54								54	
	M48	43							No Access	54	
	M49	47								43	
	M50	47	26E							47	
	M51	47	26E			10N	0			47	
	M52	30				10N	0			47	
	M90	4							No Access	30	
		<u>724</u>								<u>4</u>	
										549	1
Dolphin Sr.	M23	53									
	M24	54							No Access	53	
	M25	25							No Access	54	
		<u>132</u>							No Access	<u>25</u>	
FAMILY TOTAL		<u>856</u>								<u>132</u>	
										<u>681</u>	17

1.79(22)

(24)

174

School	School Board Route	Number of Students	MT Route	Avail. Capacity	Remain Capacity	MT Route	Available Capacity	Remain Capacity	Operating Condition	Could Not Accom.	Could Accom.
<u>TL Kennedy Family</u>											
Camilla Road Sr.	M35A	47 47	4E	0						47 47	0 0
Brittania	M3	52	13N	0	0					52	0
	M4	54	13N	0						54	0
	M5	30	26E	56	56	2S	0			30	0
	M6	39				2N/S	0			39	0
	M7	49				2N	0			49	0
	M8	40				2S	0			40	0
	M9	41				2S	0			41	0
	M10	39	3W	39	0					0	39
	M11	39	6W	39	0	2S	0			39	0
	M75	40 423				2S	0			40 384	0 39
TL Kennedy S.S.	M53	48	20W			2S	0			48	0
	M54	40	6W			2S	0			40	0
	M55	53	6W			2S	0			53	0
	MVS108	3	7S			2S	0			3	0
	MS113	5							2 transfers	5	0
FAMILY TOTAL		149 619								149 580	0 39

ABILITY OF MISSISSAUGA TRANSIT TO ACCOMMODATE 1985-86 PEEL BOARD OF EDUCATION
BUSED STUDENTS, BY SCHOOL, AND BOARD TRANSPORTATION ROUTES

School	School Board Route	Number of Students	MT Route	Available Capacity	Remain Capacity	MT Route	Available Capacity	Remain Capacity	Operating Condition	Could Not Accom.	Could Accom.
<u>Woodlands</u>											
<u>Family</u>											
<u>Queenston</u>											
Dr. PS	M5A	62	9S	70	8	6W	110	48		0	62
	M8A	53	6W	48	0				Walk to Burn.	0	53
	M75A	46	6W	0						46	0
		161							25% (Grds. 7&8)	46	115
Woodlands	M67	31	9S	0						31	0
										31	0
FAMILY TOTAL										77	115

467



5

Mississauga Transit
MEMORANDUM



Operations & Works Committee

E.J. Dowling

General Manager

3514

May 20th, 1986

MAY 22 1986

File: 416.00

A-02.07.03
205.01

Ladies & Gentlemen:

OPERATIONS/WORKS

MAY 28 1986

SUBJECT:

Student Busing to Ascension of Our Lord School at
Brandon Gate and Anaca Drive in Malton.

ORIGIN:

An inquiry from the Ascension of Our Lord School
that public transit be used to transport students
presently using school buses.

COMMENTS:

Mississauga Transit was notified that the
Dufferin-Peel Separate School Board will be
eliminating school bus service for 600 students
attending Ascension of Our Lord School in Malton.
It was proposed that the students would be able to
use public transit. At the request of the School,
Mississauga has studied the possibility of
accommodating the students.

Map 1 shows the routes of four Mississauga bus
lines that service the Malton area and interconnect
at Westwood Mall. Of these, only Route 15, with a
bus every 30 minutes, passes close to the school.
The second closest is Route 16 within a little less
than a half-mile (2300') at Brandon Gate/Goreway
Dr.

5(a)

COMMENTS CONT'D

The staff study shows that of the 600 eligible bus students, identified by the school data: -

- 140 could be accommodated on Route 15 to within 400' of the school.
- 240 could use Route 16 to Brandon Gate/Goreway Drive, requiring a walk distance of 0.7 km (2300').
- 130 could not be carried beyond Westwood Mall, leaving a walk distance of 1.2 km (about 3/4 mile) which may not be acceptable.
- 70 could not be accommodated by the existing service capacities.
- 20 are considered to be too far from bus service at the home end of the trip.

Excluding the last three of these, about 380 (63%) of the 600 students could be carried to within a reasonable walk distance of the school on existing scheduled bus services.

Student Fares

At the present time, Mississauga Transit has three payment options for students: -

- an exact cash fare of 75¢ per trip (increasing to \$1.00 on June 1)
- 10 transit tickets for \$7.00 (70¢ per trip)
- a monthly unlimited trip flashpass for \$29.00

Based on the 380 students, and 185 school days, the cash fare would generate about \$105,000 annual revenue; tickets, about \$99,000 annually; and the flashpass, about \$99,000.

Based on the revised fare structure it would be to the advantage of the students to purchase books of 10 rides at the \$7.00 per book rate, or, if they desired purchase a monthly pass at \$29.00.

In order to assist these students in having access to purchase the tickets or passes, we will be requesting that the Ascension of Our Lord School become a ticket outlet for Mississauga Transit.

If this is not possible students will still be able to purchase tickets at the following locations in the Malton area: Westwood Mall, and at Malton variety store on Brandon Gate.

5(2)

- 3 -

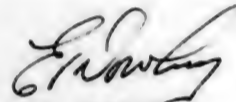
CONCLUSION:

Based on the 1985/86 student data provided by the Dufferin-Peel Separate School Board, it is the opinion of transit staff that about 380 of the possible 600 school bus students could be carried comfortably by City buses at this time. This conclusion does not take into consideration possible future improvements to the transit system toward the end of 1986 or, further improvements in 1987.

RECOMMENDATIONS:

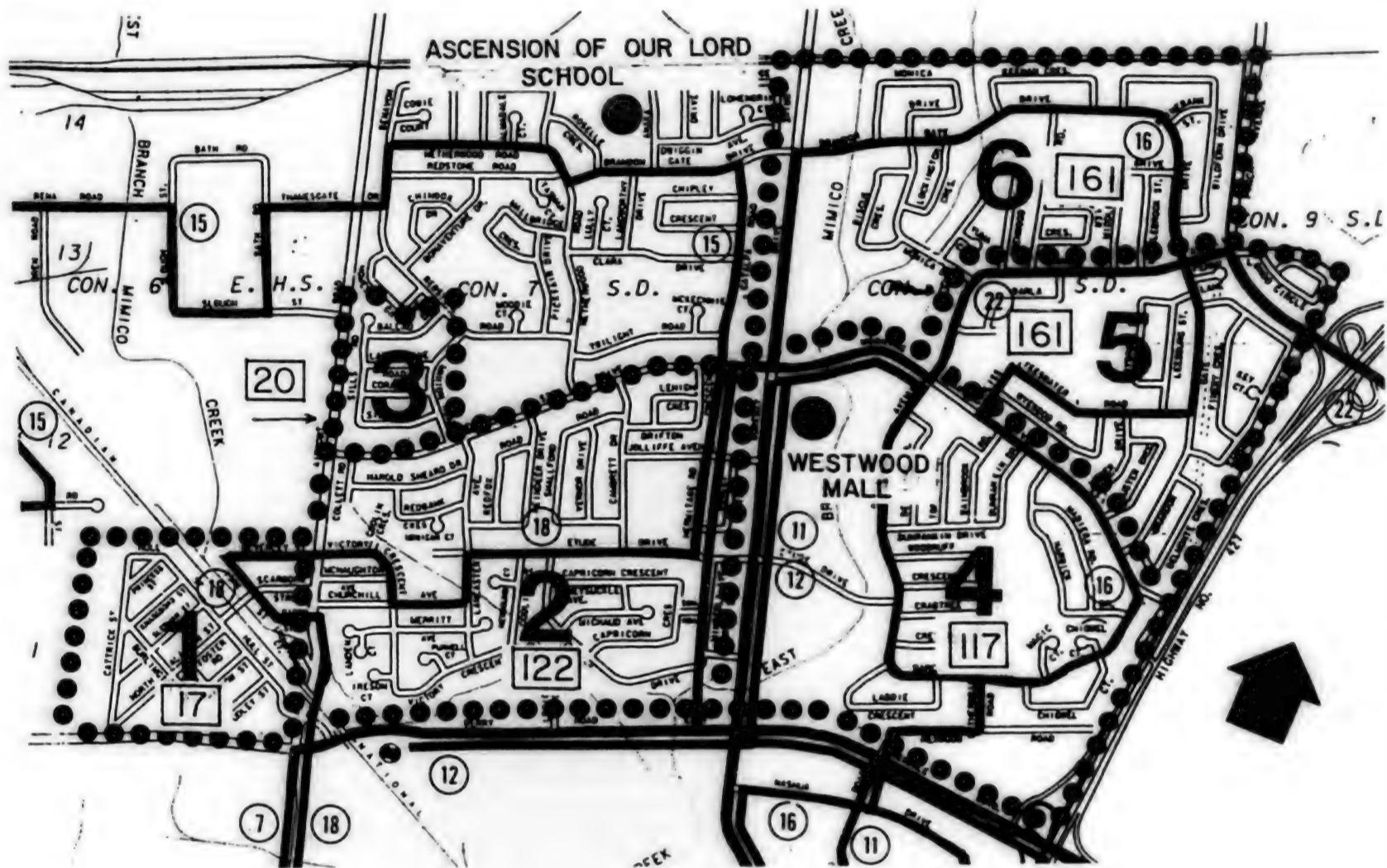
That a copy of this report be sent to the Ascension of Our Lord School requesting their response as to whether they wish to take advantage of the opportunity to transport approximately 380 students utilizing the Mississauga Transit system.

Respectfully submitted



E.J. Dowling
General Manager

EJD/dk
1.22(23)



MAP 1

- LEGEND**
- MISSISSAUGA TRANSIT RUSH HOUR ROUTES
 - SCHOOL ZONE BOUNDARIES
 - 2 SCHOOL ZONE NUMBERS
 - 598 TOTAL STUDENTS BUSED

DISTRIBUTION OF SCHOOL BUS STUDENTS TO
ASCENSION OF OUR LORD SCHOOL

261



City of Mississauga

MEMORANDUM

FILES: 16 111 84221
11 141 00045

To Chairman and Members of
Dept. Operations & Works Committee

From William P. Taylor, P.Eng.
Dept. Engineering and Works

May 6, 1986

OPERATIONS/WORKS **MAY 28 1986**

SUBJECT: Request to transfer Block 210 to the developer of Erin Mills South - Neighbourhood 503A, Plan 43M-603, located west of Winston Churchill Boulevard and north of Burnhamthorpe Road West (sketch attached).

ORIGIN: Servicing Agreement between Erin Mills Development Corporation, the City of Mississauga and the Region of Peel dated April 22, 1985.

COMMENTS: Schedule B of the Servicing Agreement for Plan 43M-603 required that Block 210 be deeded to the City for buffering works along Winston Churchill Boulevard. The developer, Erin Mills Development Corporation, have requested that this block be transferred back to that firm such that it can be combined with Lot 179 to create a larger residential property.

3515

MAY 29 1986

B.06.603.02

Valcoustics Canada Limited, the accoustical consultant, has reviewed this request and have no objection as the proposed house will remain in approximately the same location on Lot 179. The release of Block 210 would result in a cost savings to the City for maintenance upkeep.

RECOMMENDATION:

1. That a by-law be enacted authorizing the execution of a transfer to Erin Mills Development Corporation for Block 210, Plan 43M-603, located west of Winston Churchill Boulevard and north of Burnhamthorpe Road West.

mb

MB

MWB:cds
235E:27E
Attached

cc: A. Franks
P. Griffiths

William P. Taylor
William P. Taylor, P.Eng.
Commissioner

6th

MILTON

OF

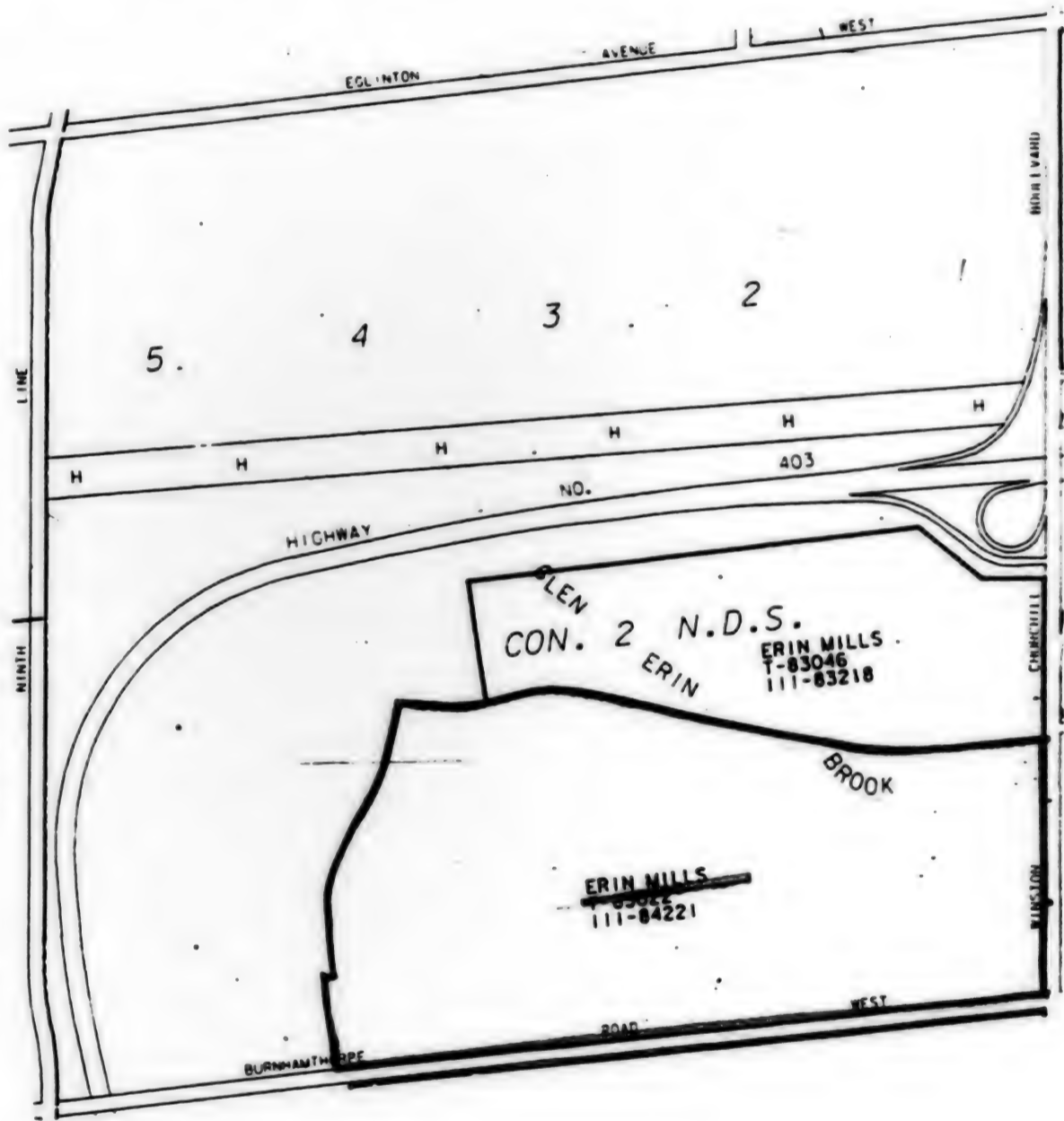
TOWN

OAKVILLE

OF

TOWN

Z-57



Z-32

Z-59

Z-58



City of Mississauga

MEMORANDUM

FILES: 16 111 78158
11 141 00045

To Chairman and Members of

From W. P. Taylor

Dept. Operations and Works

Dept. Engineering and Works

May 6, 1986

OPERATIONS/WORKS **MAY 28 1986**

SUBJECT: Waiving of Condition 3(b), Schedule 'C' of the Servicing Agreement with respect to the requirement for central air conditioning for Lots 149, 152, 159, 177, 179, 180 and 181, Plan 43M-595, Testimony Investments Limited, located north of the Canadian Pacific Railway and west of Hurontario Street (sketch enclosure).

ORIGIN: Servicing Agreement dated March 25, 1985, between Testimony Investments Limited (3625 Dufferin Street, Suite 503, Downsview, Ontario, M3K 1N4), the City of Mississauga and the Regional Municipality of Peel.

COMMENTS: Under the terms of the Servicing Agreement for Plan 43M-595, the subject lots were required to be equipped with central air conditioning to protect the dwelling occupants from local noise sources. The purchasers of these lots have executed Noise Acknowledgement and Waiver Agreements (copies enclosed) which quite simply acknowledge the existing noise sources, waive the requirement for the installation of central air conditioning and indemnify the City from any future claims for noise attenuative works on or for the benefit of the lands.

The form of agreement signed by the purchasers includes provision for execution of same by the Mayor and Clerk and consent for registration of the document on title of the applicable lot. In as much as the Land Titles Office will no longer permit registration of these agreements on the title of the lands, we conclude that it is not necessary to have the documents executed by the Mayor and Clerk. The original agreements will remain on file in this Department.

... 2 ...

7(a)

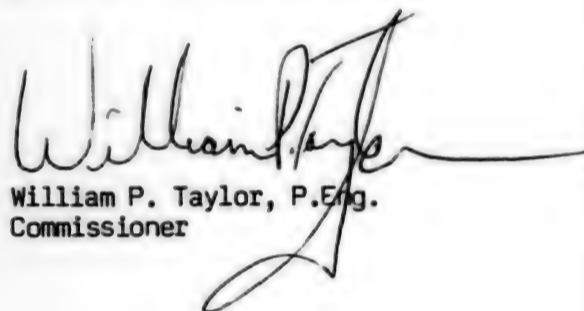
- 2 -

RECOMMENDATIONS:

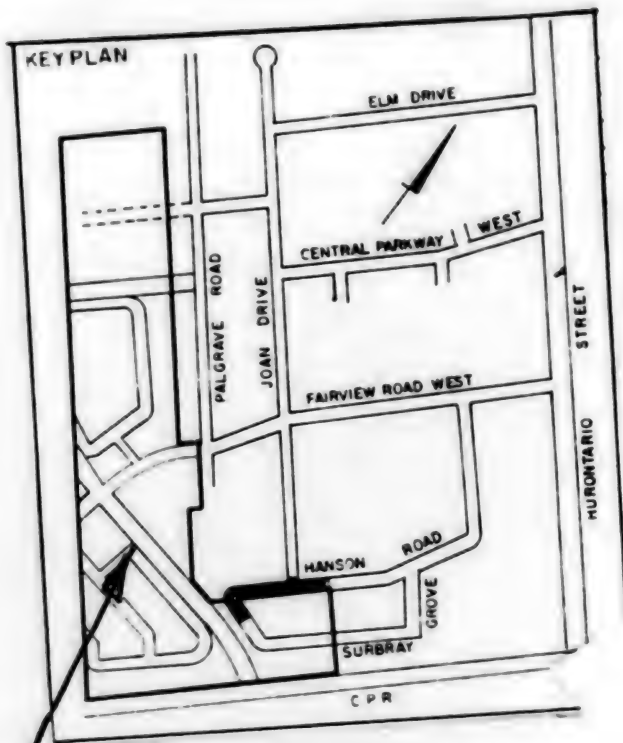
1. That notwithstanding the requirements of Condition 3(b), Schedule 'C' of the Servicing Agreement for Testimony Developments Limited, Plan 43M-595, located north of the Canadian Pacific Railway and west of Hurontario Street; the developer be advised that the requirement for the installation of central air conditioning on Lots 149, 152, 159, 177, 179, 180 and 181 of that plan is waived.
2. That as a condition of the waiving of the requirement for central air conditioning on Lots 149, 152, 159, 177, 179, 180 and 181, Plan 43M-595, the developer be advised that the dwellings on these lots are to be fitted with forced air heating systems with ducting sized to readily accommodate the future installation of central air conditioning units.

AG/edm
347E:27E
Encl.

cc: R. G. Charlton
M. W. Boyd
G. S. Swinkin
A. Franks
N. Campbell


William P. Taylor, P.Eng.
Commissioner

1/2h)



SUBJECT LANDS
TESTIMONY INVESTMENTS LTD.
PLAN 43M-595



City of Mississauga

MEMORANDUM

FILES: 16 111 74167
11 141 00045

To Chairman and Members of
Dept. Operations & Works Committee

From William P. Taylor, P.Eng.
Dept. Engineering and Works

MAY 28 1986

May 9, 1986

OPERATIONS/WORKS
SUBJECT:

Draw on the developer's securities for the completion of grading rectification works on Lot 23 Left, Plan 43M-445, Sheridan Mills Subdivision, located east of Erin Mills Parkway and south of Britannia Road West (sketch attached).

ORIGIN:

Servicing Agreement dated September 17, 1981, between Donlee Holdings Limited (2349 Yonge Street, Toronto, Ontario, M4P 2C8), the City of Mississauga and the Region of Peel.

COMMENTS:

Under the terms of the Servicing Agreement for Plan 43M-445, Donlee Holdings Limited is responsible for the proper grading of all lots within the subdivision. Staff prepared letters to the developer dated September 13, 1985 and October 23, 1985 for Lot 23 Left.

To date the outstanding grading rectification works on Lot 23 Left have not been completed. The homeowner involved has expressed his concerns regarding the delay in the matter.

RECOMMENDATIONS:

1. That the Commissioner of Engineering and Works be authorized to complete the outstanding grading rectification works on Lot 23 Left, Plan 43M-445, Sheridan Mills Subdivision, located east of Erin Mills Parkway and south of Britannia Road West at an estimated cost of \$2,000.00.
2. That the Commissioner of Engineering and Works be authorized to engage Allan C. Randles Limited for design and supervision of the corrective grading works at an estimated cost of \$500.00.
3. That the City Treasurer be authorized to draw on the developer's Letter of Credit to defray the costs incurred by the City pursuant to Recommendations #1 and #2.

3517

MAY 28 1986

B.06.445.02

KF:cds
235E:27E

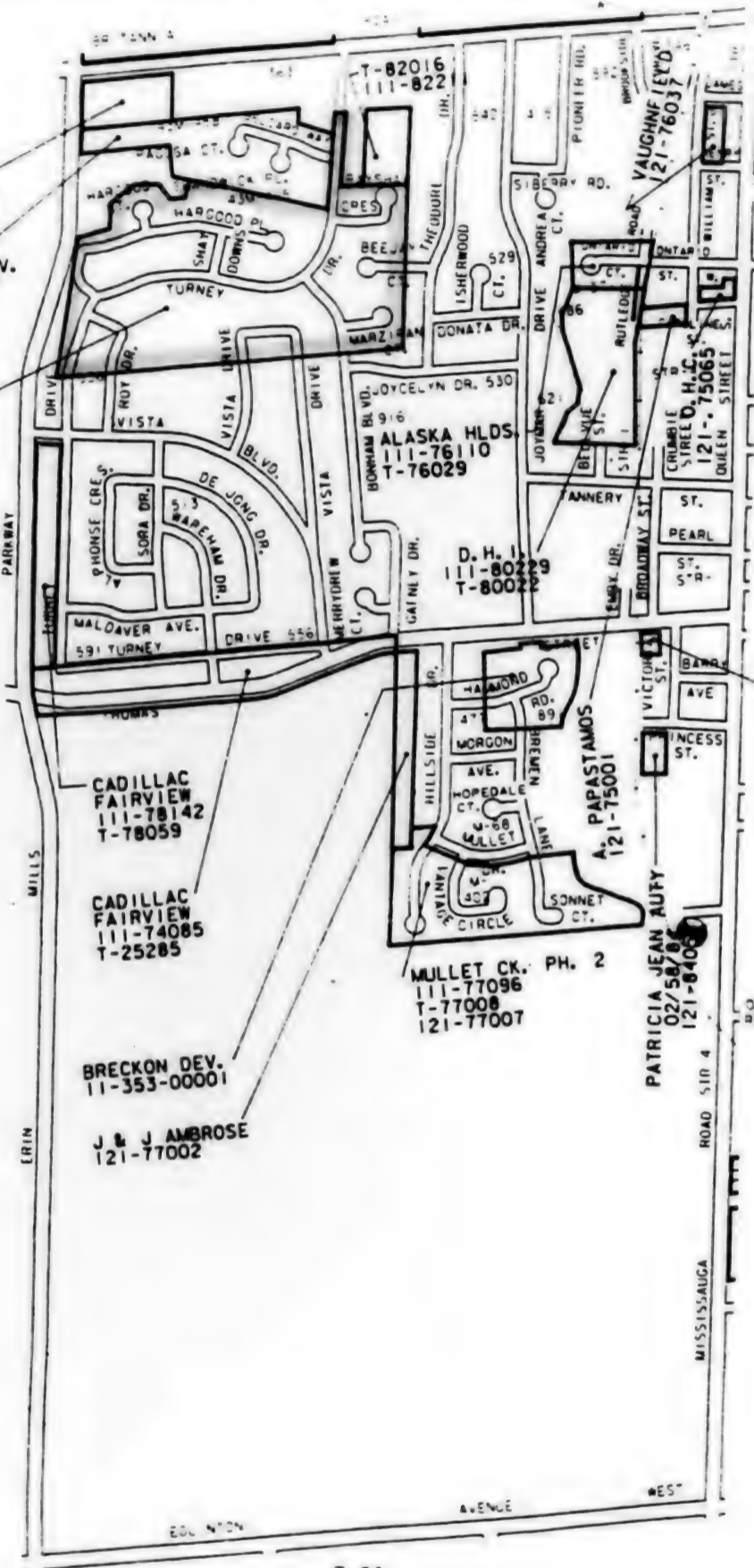
cc: W.H. Munden
Councillor T. Southorn
R. G. Charlton
M. W. Boyd

William P. Taylor
William P. Taylor, P.Eng.
Commissioner

8(a)

Z-39-W

Z-38-W



Z-31

Z-39-E



City of Mississauga

MEMORANDUM

FILES: 16 111 82206
11 141 00045

To: Chairman and Members of
Operations & Works Committee
Dept.

From: William P. Taylor, P.Eng.
Dept. Engineering and Works

MAY 28 1986

May 6, 1986

SUBJECT: OPERATIONS/WORKS

Draw on the developer's securities for the completion of grading rectification works on Lot 46, Plan 43M-506, Heritage Oaks Subdivision, located west of Mavis Road and north of Burnhamthorpe Road West (sketch attached).

ORIGIN:

Servicing Agreement dated June 27, 1983 between Heritage Oaks Limited (c/o 151 Randell Street, Suite 214, Oakville, Ontario, L6J 1P5, Attention: Mr. P. Gareau), the City of Mississauga and the Region of Peel.

COMMENTS:

Under the terms of the Servicing Agreement for Plan 43M-506, Heritage Oaks Limited is responsible for the proper grading of all lots within the subdivision. Staff prepared letters to the developer dated September 30, 1985 and November 6, 1985 for Lot 46.

To date the outstanding grading rectification works on Lot 46 have not been completed satisfactorily. The homeowner involved has expressed her concerns regarding the delay in the matter.

RECOMMENDATIONS:

1. That the Commissioner of Engineering and Works be authorized to complete the outstanding grading rectification works on Lot 46, Plan 43M-506, Heritage Oaks Subdivision, located west of Mavis Road and north of Burnhamthorpe Road West at an estimated cost of \$3,000.00.
2. That the Commissioner of Engineering and Works be authorized to engage McConnell Maughan Limited for design and supervision of the corrective grading works at an estimated cost of \$800.00.
3. That the City Treasurer be authorized to draw on the developer's Letter of Credit to defray the costs incurred by the City pursuant to Recommendations #1 and #2.

KF:cds
235E:27E

cc: W.H. Munden
Councillor D. Culham
R. G. Charlton
M. W. Boyd
P. Griffiths

William P. Taylor, P.Eng.
Commissioner

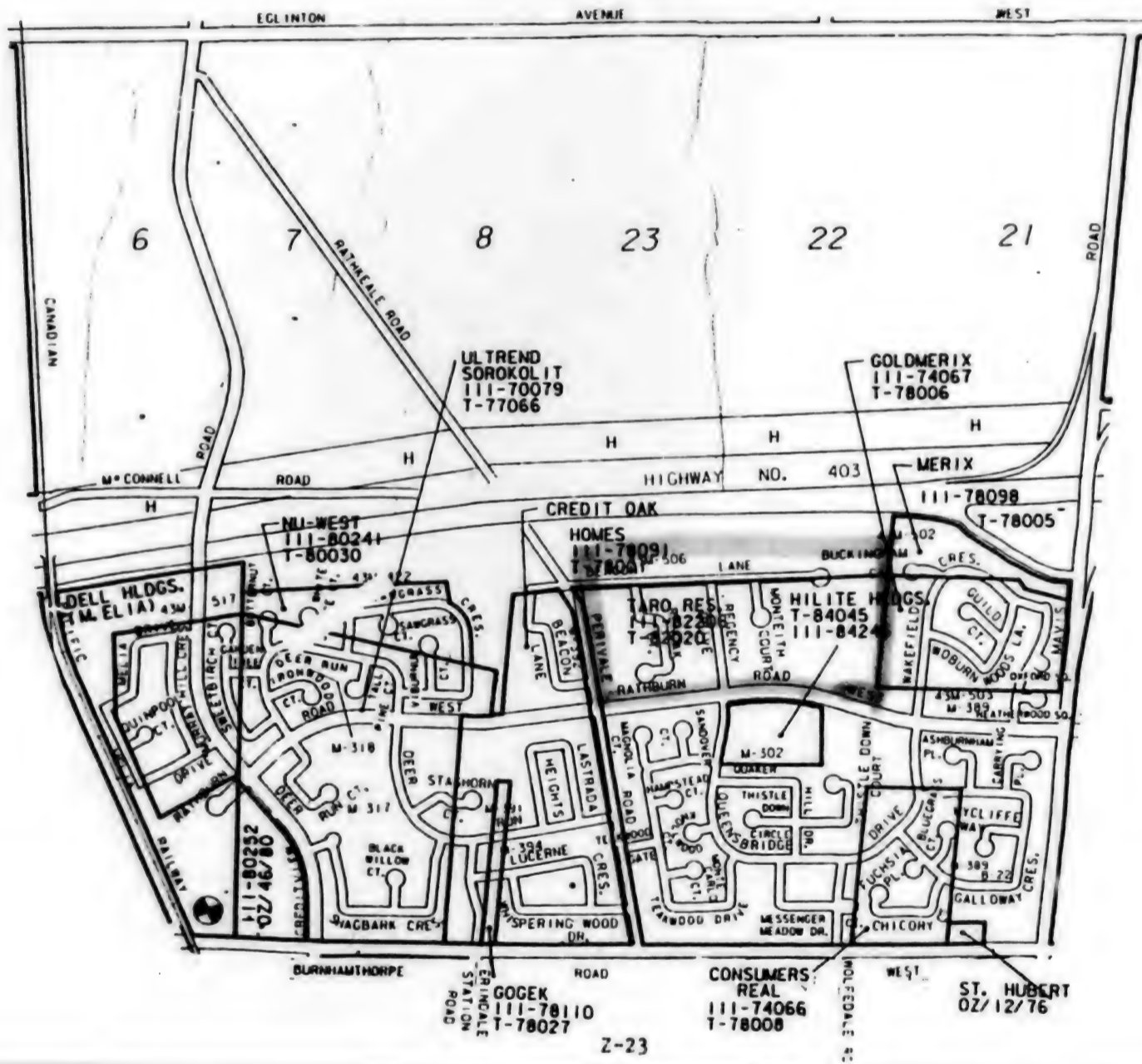
Z-38-W

Z-38-E

Z-37-W

Z-31

Z-30



9(a)



10

City of Mississauga

MEMORANDUM

File: 11 141 00045
13 211 86223

To Chairman and Members of
Dept. Operations and Works Committee.

From William P. Taylor, P.Eng.,
Dept. Engineering and Works Dept.

May 14, 1986.

OPERATIONS/WORKS **MAY 28 1986**

SUBJECT: Port Credit Moonlight Madness - Friday June 20, 1986.

SOURCE: Ms. Jayme Williams, Manager, Port Credit Business Association, 7 Helene Street South, Mississauga, L5G 3A8.

COMMENTS: Ms. Williams has requested permission to hold the Port Credit Moonlight Madness event on Friday, June 20, 1986 between the hours of 6:00 p.m. and 12:00 midnight. The event will include a number of display and promotional activities along the boulevard/sidewalk areas of Lakeshore Road, and in portions of the municipal parking lots.

Also, as part of this event, permission is requested to hold a small street dance on a portion of Port Street, south of Lakeshore Road. The dance will include live radio broadcasting from the CJCL remote unit. Only a portion of Port Street will be used, and will not interfere with traffic movement, nor truck movements to and from the St. Lawrence Starch Company.

The Peel Regional Police have been consulted and will provide direct supervision throughout the event.

The Engineering Department has no objections to this request, subject to the usual conditions for special events being satisfied.

RECOMMENDATIONS: That the Port Credit Business Association be granted permission to hold the Port Credit Moonlight Madness event on Friday, June 20, 1986 between 6:00 p.m. and 12:00 midnight, subject to the following conditions:

- (a) Proof of liability insurance in the amount of two million dollars naming the City as co-insured;
- (b) Completion of a Road Restriction Permit with the Engineering Department at least five days prior to the event;
- (c) Police supervision of the event, and the hiring of off-duty officers for the street dance, as deemed necessary by the Peel Regional Police;

.../2

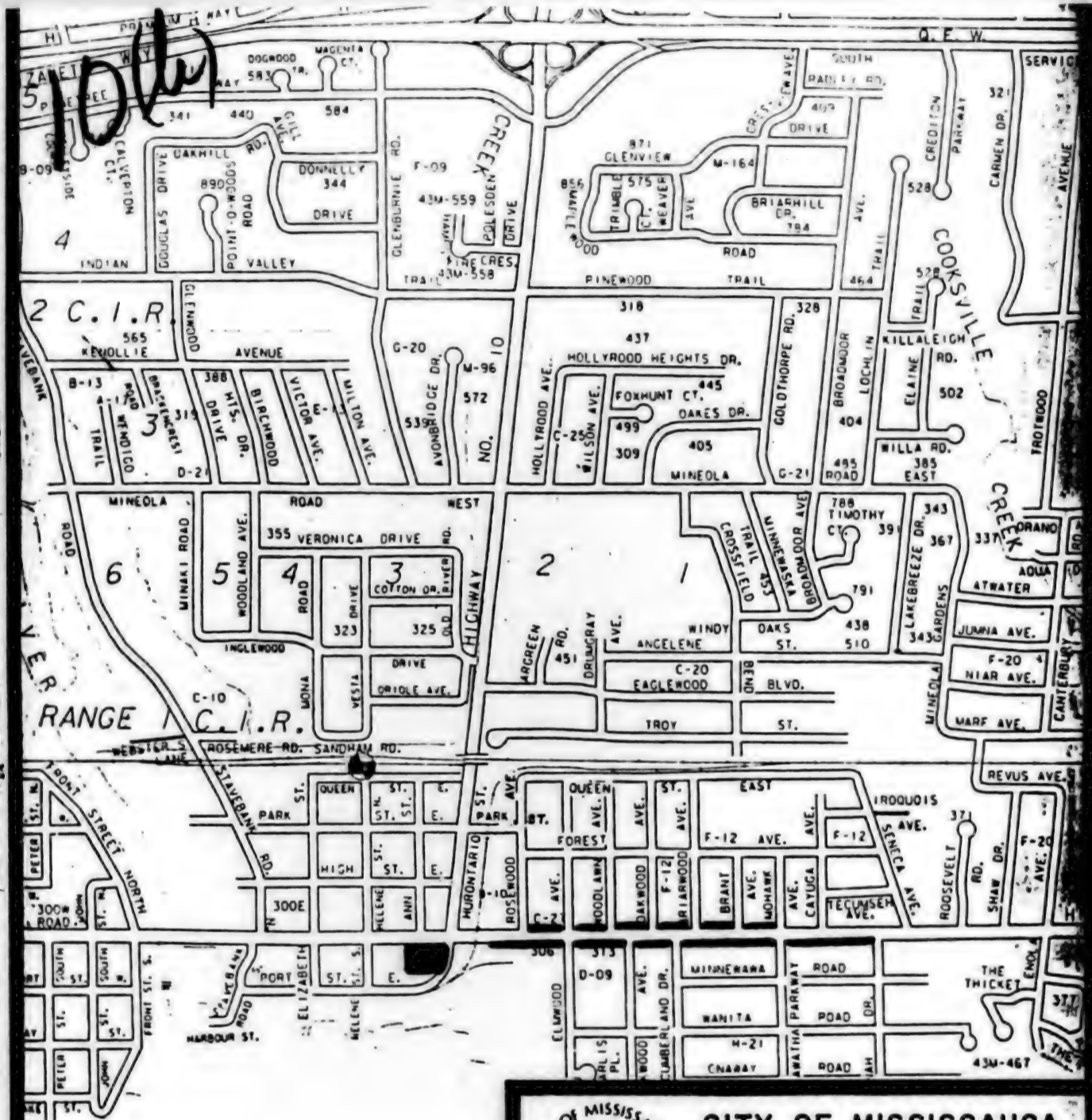
10(a)

- (d) That the street dance be protected by barricades obtained by the applicant and placed under Police supervision.



William P. Taylor, P.Eng.
Commissioner,
Engineering and Works Department.

AB/dab
0487
Attach.



CITY OF MISSISSAUGA
ENGINEERING DEPT.
TRAFFIC SECTION

**PORT CREDIT
MIDNIGHT MADNESS**

ONTARIO



MEMORANDUM

File: 11 141 00045
13 211 86223

//

To Chairman and Members of
Operations and Works Committee.
Dept. _____

From William P. Taylor, P.Eng.,
Dept. Engineering and Works Dept.

May 14, 1986.

OPERATIONS/WORKS MAY 28 1986

SUBJECT: Lake Aquitaine Family Festival Parade.
SOURCE: Ms. Nancy Rowland of the Recreation and Parks Department, on behalf of the Lake Aquitaine Family Festival.
COMMENTS: Ms. Nancy Rowland of the Recreation and Parks Department, on behalf of the Lake Aquitaine Family Festival Committee has requested permission to hold the Lake Aquitaine Family Festival Parade on Saturday June 14, 1986.

RECEIVED

3520

MAY 29 1986

F.02.0402

The parade will commence at 11:00 a.m. at Meadowvale Secondary School on Edenwood Drive and proceed south on Edenwood Drive, East on Tours Road and Windwood Drive, north on Glen Erin Drive to the Town Centre.

The Peel Regional Police will provide escort and supervision for the parade.

Mississauga Transit have been contacted and some minor routing changes will be required during the parade 11:00 a.m. to 12:00 p.m. The Festival Committee will attempt to place a notice in their material which will be distributed in the area of the minor changes in Transit service.

It has been requested, as in the past, to waive parking prohibitions between 6:00 p.m. Friday June 13, 1986 and 7:00 p.m. Sunday June 15, 1986 on the following roads:

Glen Erin Drive between Battleford Road and Aquitaine Avenue;
Aquitaine Avenue between Glen Erin Drive and Montevideo Road;
Montevideo Road between Aquitaine Avenue and Battleford Road;
Battleford Road between Glen Erin Drive and Montevideo Road.

The Engineering Department has no objection to the proposed parade route and the waiving of parking prohibitions on the above noted roadways subject to the normal conditions for special events being satisfied. The group is affiliated with the Recreation and Parks Department therefore has liability insurance coverage.

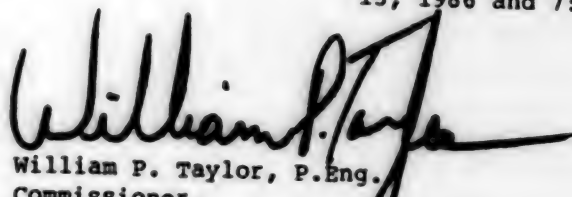
.../2

- 11(a)
- RECOMMENDATIONS: 1. That the Lake Aquitaine Family Festival Committee be granted permission to hold their annual parade on Saturday, June 14, 1986 commencing at 11:00 a.m. on the outlined route, as follows:

Commencing at Meadowvale Secondary School and proceeding south on Edenwood Drive, east on Tours Road, east on Windwood Drive and north on Glen Erin Drive to Meadowvale Town Centre.

The above will be subject to the following conditions:

- (a) That a Road Restriction Permit be obtained from the Engineering Department at least five (5) working days prior to the event.
 - (b) That arrangements be made with the Peel Regional Police for parade escort and supervision.
2. That parking prohibitions on Glen Erin Drive, Aquitaine Avenue, Montevideo Road and Battleford Road surrounding Lake Aquitaine, other than within 200 ft. of signalized intersections, be waived between 6:00 p.m. Friday, June 13, 1986 and 7:00 p.m. Sunday, June 15, 1986.


William P. Taylor, P.Eng.
Commissioner,
Engineering and Works Department.

AB dab
0487E
Attach.



2-57



17

MEMORANDUM

File: 11 141 00045
13 211 86223

To Chairman and Members of
Dept. Operations and Works Committee.

From William P. Taylor, P.Eng.,
Dept. Engineering and Works Dept.

May 20, 1986.

OPERATIONS/WORKS **MAY 28 1986**

SUBJECT: Request to hold Processions - June 29 and July 27, 1986 -
Melton Drive - Portuguese Catholic Parish of Mississauga.

SOURCE: Reverend Eduardo Resendes, Pastor, Portuguese Catholic Parish
of Mississauga, 1212 Melton Drive, Mississauga, L4Y 4B1.

COMMENTS: Reverend Resendes has requested permission to hold two
religious processions in the Melton Drive area, as follows:

June 29, 1986 - 1:00 p.m.

- Commencing at the Church (1212 Melton Drive);
- Melton Drive to Promenade Court;
- Back on to Melton Drive to Meander Court;
- Back on to Melton Drive to Stir Crescent;
- Back on to Melton Drive and returning to the Church area.

July 27, 1986 - 4:00 p.m.

- Commencing at the Church following Melton Drive out to
Stanfield Road;
- North on Stanfield to west leg of Melton Drive, west to
Kilgorie Court and returning via same route back to the
Church.

It is estimated that each procession will last approximately
one hour.

The Engineering Department has forwarded a copy of the
proposal to the Peel Regional Police for comments. In view
of the fact that these processions have been held in previous
years relatively problem-free, we anticipate approval from
this agency.

The Engineering Department has no objections to this request
subject to the usual conditions for special events.

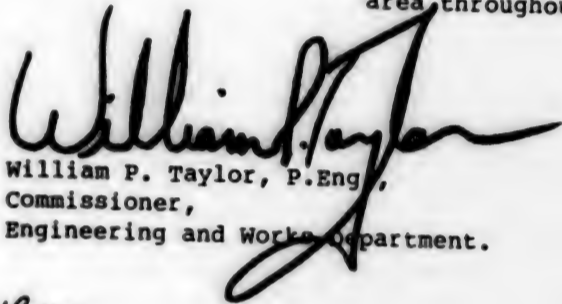
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12(a)

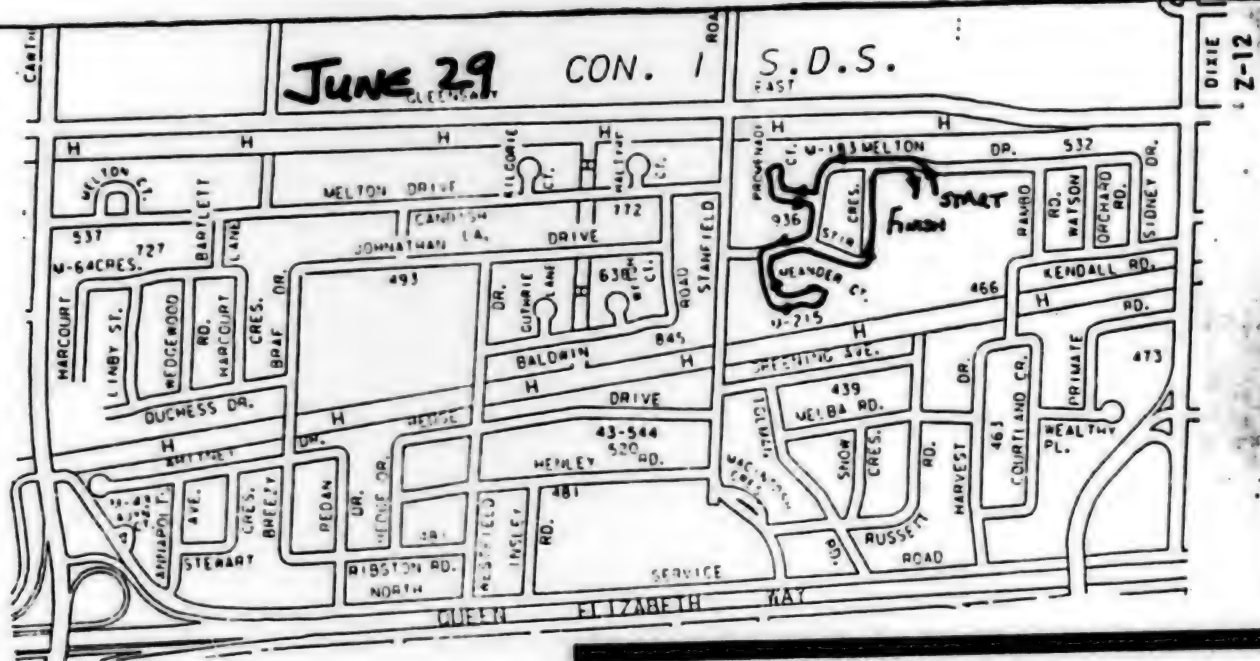
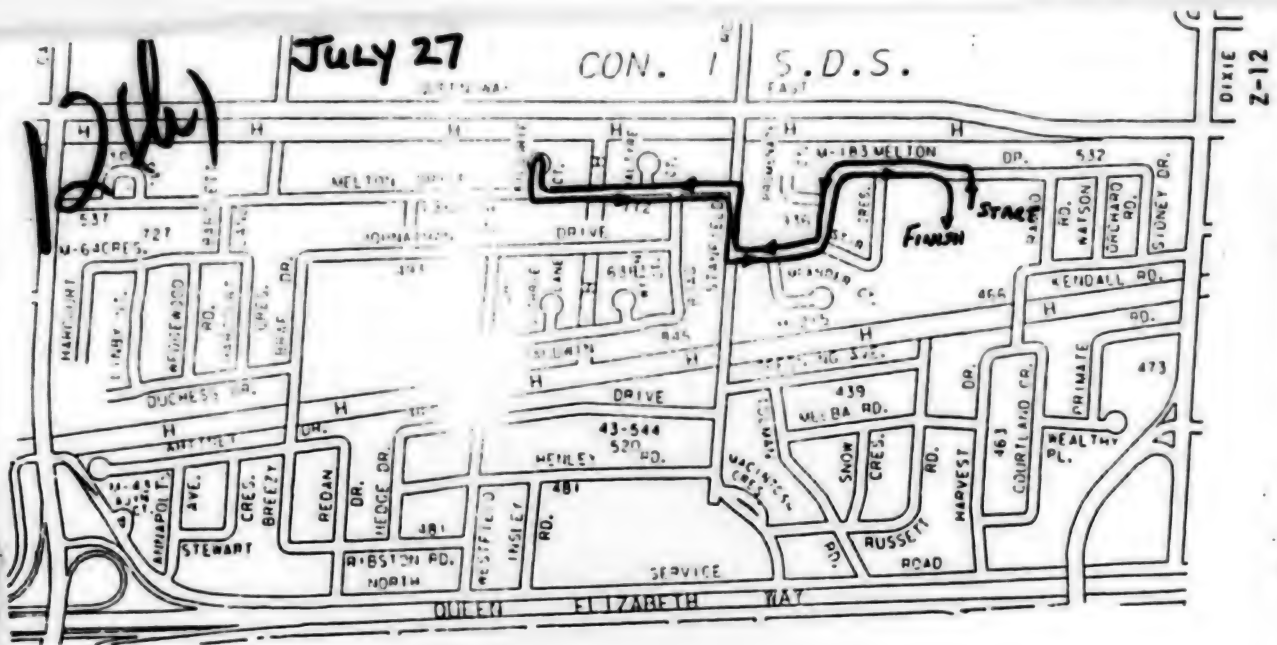
RECOMMENDATIONS:

That Reverend Resendes be granted permission to hold religious processions on the previously outlined routes on June 29 and July 27, 1986 subject to the following conditions:

- (a) Completion of Road Restriction Permits with the Engineering Department at least five days prior to the events;
- (b) Proof of liability insurance in the amount of two million dollars naming the City as co-insured;
- (c) Approval from the Peel Regional Police with respect to supervision and/or escort;
- (d) That local and emergency access be maintained in the area throughout the procession.


William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

/dab
0487E
Attach.



CITY OF MISSISSAUGA
ENGINEERING DEPT.
TRAFFIC SECTION

PROPOSED PROCESSIONS

RECEIVED

3/75

FILE : 11 141 00045
16 111 80243

MAY 8 1986

Chairman and Members of

Operations and Works Committee

8.06.460.02

W.P. Taylor, P.Eng.,

Commissioner, Engineering

MAY 28 1986

OPERATIONS/WORKS

OPERATIONS/WORKS MAY 14 1986

May 7, 1986

SUBJECT :

Cul-de-sac on Tapestry Trail. Plan 43M-460, York Hanover Dev. Subdivision located north of Burnhamthorpe Road West, east of Ponytrail Drive, (sketch attached).

ORIGIN :

Request for Report from General Committee No. 221-85 dated August 19, 1985. (Resolution 456-85 (b) copy attached).

COMMENTS :

The request for report asks the Commissioner of Engineering and Works to comment on the feasibility of cul-de-sac on Tapestry Trail at Rathburn Road. The subject was raised during debates on the sidewalk location within the subdivision.

Creating a cul-de-sac is not possible as lands outside of the normal right-of-way would be required and these lands are now residential buildings. The only alternative then is to dead end the street without a turn around.

This is not satisfactory to the Engineering and Works Department as it does not allow garbage trucks and service vehicles to turn around safely nor does it allow for efficient snow removal/storage. Moreover the entire area would be left with only one entrance and this is undesirable from an emergency access standpoint.

It was our understanding that the request was made with a view to reducing traffic and thereby eliminating the need for a sidewalk. This is not, in this situation, a request that the Engineering and Works Department could support.

It is also our understanding that the question of a one-way street was raised. This would not be supportable either from a traffic reduction or sidewalk elimination viewpoint. It may also serve to increase vehicle speed.

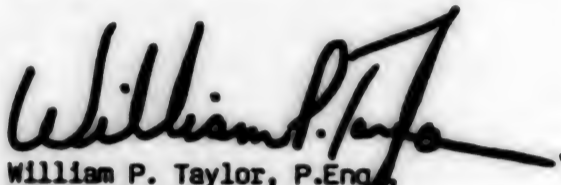
continued ...

13(a)

- 2 -

RECOMMENDATION :

That the report from The Commissioner of Engineering and Works dated May 7, 1986 regarding installing a cul-de-sac on Tapestry Trail one way, be received. and that the construction of a sidewalk on the north-west side of Tapestry Trail be completed in accordance with Resolution 456-85.


William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

Att.
cc : M.W. Boyd
RGC:jb
0362E/22E

13(h)

The figure is a detailed site plan for a residential development. It features a central area labeled 'COURT' and 'UNICORN TRAIL' (lots 18 and 19) and a 'RIVER MILL' area (lots 44 and 45). The plan is divided into numerous lots, numbered 1 through 30. A winding road, 'TAPESTRY TRAIL', runs along the perimeter of the lots. The plan includes various engineering notes and symbols, such as 'WOODEN SCREEN FENCE (SEE LANDSCAPE DWGS.)', 'EX VBC', 'EX 3008 W', 'EX 260', 'EX 750 B', 'EX CB', '18 WATER MAIN', 'MHS 7', 'MHS 1', 'MHS 9', 'MHS 12', 'MHS 13', 'MHS 14', 'MHS 15', 'MHS 16', 'MHS 17', 'MHS 18', 'MHS 19', 'MHS 20', 'MHS 21', 'MHS 22', 'MHS 23', 'MHS 24', 'MHS 25', 'MHS 26', 'MHS 27', 'MHS 28', 'MHS 29', 'MHS 30', 'MHS 31', 'MHS 32', 'MHS 33', 'MHS 34', 'MHS 35', 'MHS 36', 'MHS 37', 'MHS 38', 'MHS 39', 'MHS 40', 'MHS 41', 'MHS 42', 'MHS 43', 'MHS 44', 'MHS 45', 'MHS 46', 'MHS 47', 'MHS 48', 'MHS 49', 'MHS 50', 'MHS 51', 'MHS 52', 'MHS 53', 'MHS 54', 'MHS 55', 'MHS 56', 'MHS 57', 'MHS 58', 'MHS 59', 'MHS 60', 'MHS 61', 'MHS 62', 'MHS 63', 'MHS 64', 'MHS 65', 'MHS 66', 'MHS 67', 'MHS 68', 'MHS 69', 'MHS 70', 'MHS 71', 'MHS 72', 'MHS 73', 'MHS 74', 'MHS 75', 'MHS 76', 'MHS 77', 'MHS 78', 'MHS 79', 'MHS 80', 'MHS 81', 'MHS 82', 'MHS 83', 'MHS 84', 'MHS 85', 'MHS 86', 'MHS 87', 'MHS 88', 'MHS 89', 'MHS 90', 'MHS 91', 'MHS 92', 'MHS 93', 'MHS 94', 'MHS 95', 'MHS 96', 'MHS 97', 'MHS 98', 'MHS 99', 'MHS 100'. The plan also shows 'TAPESTRY TRAIL' and 'RIVER MILL'.

**CITY OF MISSISSAUGA
ENGINEERING DEPT.**

TAPESTRY TRAIL



MEMORANDUM

Item 13

To MAYOR AND MEMBERS OF COUNCIL

From L. W. Stewart, Q. C.

Dept.

Dept. City Solicitor

23rd May, 1986.

MAY 28 1986

OPERATIONS/WORKS

SUBJECT: Sidewalks in Plan 43M-460 - Tapestry Trail

COMMENTS: At the Operations and Works Committee Meeting on May 14th, 1986, the matter of the deletion of the sidewalks on Tapestry Trail was discussed. The deletion of the sidewalk was prompted by a petition requesting such deletion. If Council agreed with the petitioners' request to delete the sidewalk, it would require an amendment to the Subdivision Agreement. Since the Subdivision or Servicing Agreement is an agreement between the City and the developer it can be amended as between the said two parties. An outside person, not a party to the agreement, cannot demand strict adherence to the requirements of the Servicing Agreement.

By a Subdivision or Servicing Agreement, a developer is required to install and complete certain services to the requirements of the City. If there is a request to delete a service, it certainly is within the power of the parties to the Servicing Agreement to change or alter the requirements.

RECOMMENDATION: That Council consider amending the Servicing Agreement for Plan 43M-460 to delete the sidewalk on Tapestry Trail based upon the petition from the homeowners residing on the said street.

LWS/jalf
0975L

L. W. Stewart, Q. C.,
City Solicitor.



#13

May 21, 1986

TO: RESIDENTS (Tapestry Trail)

Ladies and Gentlemen:

Further to my previous letter to you regarding the sidewalk on Tapestry Trail, the matter was deferred at Operations and Works Committee on May 14, 1986, for a legal opinion on the matter by our Legal Department.

I have now been advised by the Legal Department that the Servicing Agreement is between the City of Mississauga and the developer, and therefore, may be amended. This Agreement is not in any way between the resident and the developer and/or City.

If the streets where the sidewalks are to be deleted are not major traffic thoroughfares, it would be acceptable not to build the sidewalk at this time. The City of Mississauga requires a cash-in-lieu payment from the developer which means that construction could take place if residents ever felt there was a need for sidewalks in the future.

I have received numerous telephone calls from residents on Tapestry Trail who were upset to see that the report going to Operations and Works Committee recommended a sidewalk. The vast majority of the residents on all three streets wish the sidewalk deleted. I feel very strongly that a "no win" situation has developed in this particular area. Every possibility for a compromise has been examined long before I was elected and since my election. With the help and advice of the City's Engineering and Legal Departments, I have come to the conclusion that the attached Resolution is the proper way to deal most equitably with the matter.

My recommendation, as per the attached resolution, will be presented to the Operations and Works Committee on May 28th and subsequently, the resolution will hopefully be approved at Council June 9, 1986.

Once again, if you have any further questions on this matter, please contact my office.

Yours truly,

Maja L. A. Prentice (Mrs.)
Councillor, Ward 3

kd

THE CORPORATION OF THE CITY OF MISSISSAUGA
1 CITY CENTRE DRIVE, MISSISSAUGA, ONTARIO, L5B 1M2
TELEPHONE (416) 279-7800



RESOLUTION

NO. _____

DATE: _____

MOVED BY: _____

SECONDED BY: _____

WHEREAS by the Servicing Agreement for Plan 43M-460 certain sidewalks were to be constructed on Tapestry trail, Unicorn Court and River Mill Way;

AND WHEREAS by almost unanimous petition the residents of said streets have requested that the sidewalks NOT be constructed;

AND WHEREAS Council may amend its Agreement with the developer of the subdivision and accept cash-in-lieu in place and instead of sidewalk construction at this time;

NOW THEREFORE BE IT RESOLVED THAT:

1. Notwithstanding the requirements of the Servicing Agreement for Plan 43M-460, York Hannover Developments Ltd., the sidewalks on Tapestry Trail, Unicorn Court and River Mill Way not be constructed, and
2. The developer be required to pay to the City cash-in-lieu of constructing sidewalks on said streets, and

File No:



RESOLUTION

NO. _____

DATE: _____

MOVED BY: _____

SECONDED BY: _____

3. The cash-in-lieu amounts and total be as follows:

Tapestry Trail	\$11,340
Unicorn Court	5,040
River Mill Way	14,490

4. The Agreement be amended as required.

File No:



14

MEMORANDUM

File: 11 141 00045
11 161 00011
12 111 00014

To Chairman and Members of
Operations and Works Committee.
Dept. _____

From William P. Taylor, P.Eng.,
Dept. Engineering and Works Dept.

May 9, 1986.

OPERATIONS/WORKS **MAY 28 1986**

SUBJECT: Street Name Change - Copernicus Drive.

SOURCE: Mr. & Mrs. L. Nemis via Councillor D. Cook.

COMMENTS:

Mr. & Mrs. L. Nemis have bought a new home on Copernicus Drive in the Matthews subdivision T-79046 and have requested that Copernicus Drive be renamed, in a letter to Councillor D. Cook, (copy attached).

3522

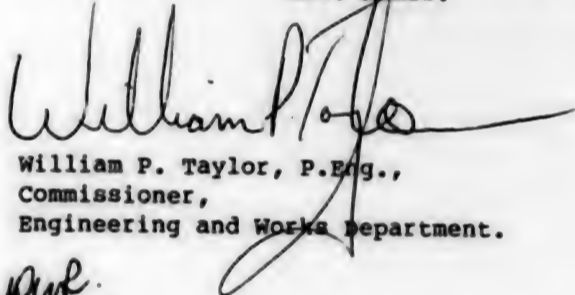
MAY 29 1986

F.02.07

Copernicus Drive was proposed by the Multicultural Committee and approved by the Region of Peel Street Names Committee and City Council in March of 1984.

Matthews Group used the name in their subdivision at the suggestion of Councillor L. Taylor.

RECOMMENDATION: That Copernicus Drive not be renamed as requested by Mr. and Mrs. Nemis.



William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.


DWR/dab
0487E
Attach.

c.c. Councillor L. Taylor
Councillor D. Cook

10/10/10 (1a)
Len or Franca Nem
3170 Kewlin Ave
#1202
Mississauga L5A3E1
905-1-1117

Mr. Dave Cook
Councillor
1 City Centre Drive
Mississauga, Ontario
L5B 1M2

Re: Copernicus Drive
Bay Tower Mgmt. Ltd

Dear Mr. Cook:

How are you today?
We are writing you, because we are concerned
about the name of the above mentioned street.

As future homeowners of this new division
(lot 168) we find the street name much too
difficult to pronounce, much less writing
and spelling it out.

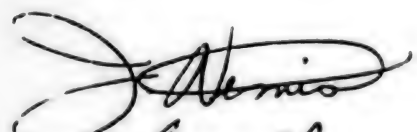
We would appreciate a recommendation
for a change, and perhaps consider our
request for any one of the following names
as possible candidates:

14
Coralberry Drive *
Coral Creek Drive
Crystal Drive
Carmel Drive
Carnation Drive
Coraline Drive
Cactus Drive
Caesar Drive
* Candace Drive *
Cory Drive
* Corydale Drive *
Cenette Drive

The above names are not currently listed
under Mississauga, or Brampton.

Thank you for your time and co operation,
and we hope to hear from you soon.

Yours truly,


Len Menin

Same
Original sent to:
Mr. T. L. Julian
City Clerk

[illegible]



13

MEMORANDUM

File: 11 141 00045
12 111 00014

To Chairman and Members of
Operations and Works Committee.
Dept. _____

From William P. Taylor, P.Eng.,
Dept. Engineering and Works Dept.

May 9, 1986.

MAY 28 1986

OPERATIONS/WORKS

SUBJECT: Street Name Change - Isabella Avenue.

SOURCE: Council, April 28, 1986.

COMMENTS: Isabella Avenue is a discontinuous street as indicated on the attached street map.

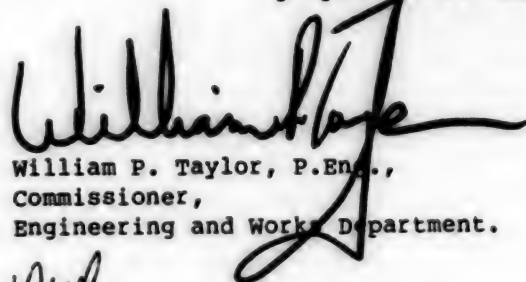
One section from Gordon Drive to Parker Avenue has been in existence for many years. The other section from Stavebank Road to 200m_± east of Stillmeadow Road was built about 1968. This street was named Isabella as it was planned to eventually join with the first section of Isabella Avenue. The connection of the two streets does not appear to be imminent.

The present discontinuance of Isabella Avenue could be confusing to the residents when trying to explain their location to emergency agencies, visitors, deliveries etc., and the Engineering Department recommends the renaming of one of the sections of Isabella Avenue.

The City's street name change policy states "the portion of the road with the fewer number of persons affected shall be renamed".

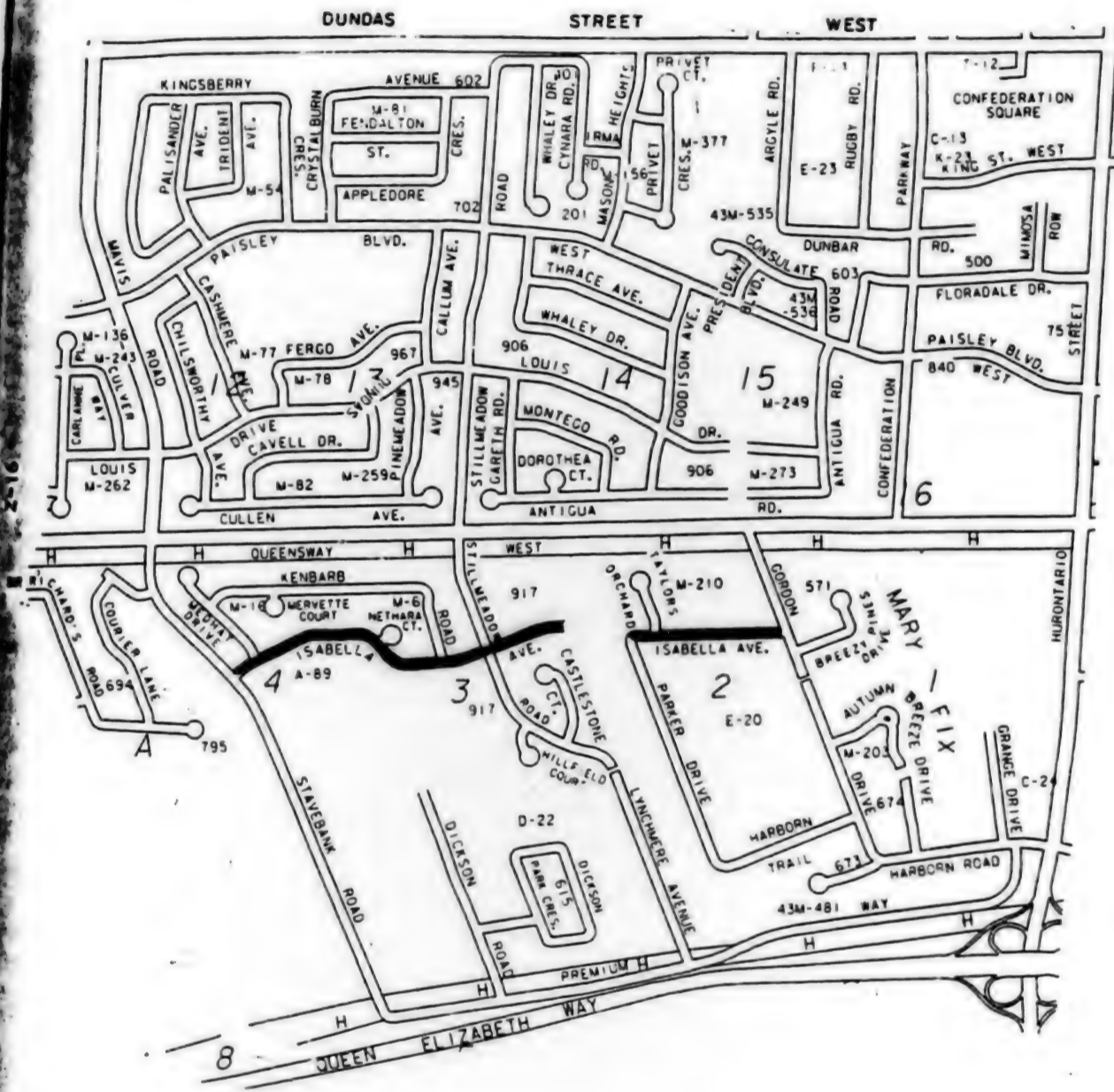
The section of Isabella Avenue between Gordon Drive and Parker Drive has 13 addresses and the section of Isabella Avenue between Stavebank Road and 200m_± East of Stillmeadow Road has 48 addresses.

RECOMMENDATION: That Isabella Avenue between Gordon Drive and Parker Drive be renamed and that Councillor D. Culham be requested to propose a new name for this road.


William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.


DWR/dab
0487E
Attach.

15(a)



Z-8

Z-15



16

MEMORANDUM

File: 11 141 00045
12 111 00014

To Chairman and Members of
Operations and Works Committee.
Dept. _____

From William P. Taylor, P.Eng.,
Engineering and Works Dept.
Dept. _____

May 9, 1986.

MAY 28 1986

SUBJECT:

OPERATIONS/WORKS
Proposed Street Name - J. Bousfield Associates for 21T86005M.

SOURCE:

Engineering and Works Department.

COMMENTS:

J. Bousfield Associates have submitted the following street names for the above noted proposed subdivision:

Bluesky	Mariner	Northern Lights
Comet	Meadowlane	North Star
Constellation	Milky Way	Orion
Cortina	Mistral	Sundial
Galaxy	Moonlight	Sunlight
Hadley	Morningstar	Talbot
		Walden

3524
MAY 28 1986
T-86005
F. 02-07

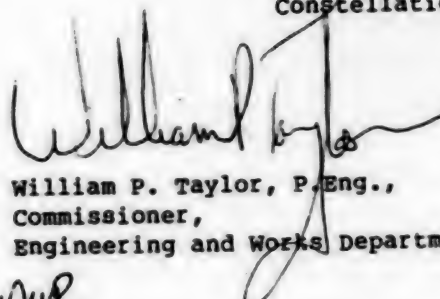
The submission was reviewed by the Region of Peel Street Names Committee on May 7, 1986 and the following names were approved:


Bluesky	Galaxy	Northern Lights
Comet	Mariner	Sundial
Constellation	Milky Way	Sunlight

The other names were refused because of duplications and pronunciation confusion with similar named streets.

RECOMMENDATIONS: That J. Bousfield Associates be advised that the following names have been approved for use as street names in their proposed subdivision 21T86005M.

Bluesky	Galaxy	Northern Lights
Comet	Mariner	Sundial
Constellation	Milky Way	Sunlight


William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.


DWR/dab
0487E

c.c. Councillor T. Southorn.

16(a)

BRITANNIA

J. & V. PERRY
121-478046

Z-38-E

WEST

LINE

SECOND

ROAD

Z-37-E

T86006.

MCLAUCHLIN

T86005

EGLINTON

AVENUE

WEST

Z-30

Z-29

Z-37-W



11

MEMORANDUM

File: 11 141 00045
12 111 00014

To Chairman and Members of
Operations and Works Committee.
Dept. _____

From William P. Taylor, P.Eng.,
Engineering and Works Dept.
Dept. _____

OPERATIONS/WORKS MAY 28 1986 May 9, 1986.

SUBJECT: Proposed Street Name - J. Bousfield Associates 21T84051M.
SOURCE: Engineering and Works Department.
COMMENTS: J. Bousfield Associates Limited have submitted the following
proposed street names for the above noted subdivision:

Berkeley
Carnegie Square
Federal Square

Harvard
Stanford
Winchester

The submission was reviewed by the Region of Peel Street
Names Committee on May 7, 1986 and the following names were
approved:

Carnegie Square
Federal Square

Harvard
Winchester

Berkeley and Stanford were refused because of confusion with
similar named streets.

RECOMMENDATION: That J. Bousfield and Associates be advised that the
following names have been approved for use as street names
in their proposed subdivision 21T84051M.

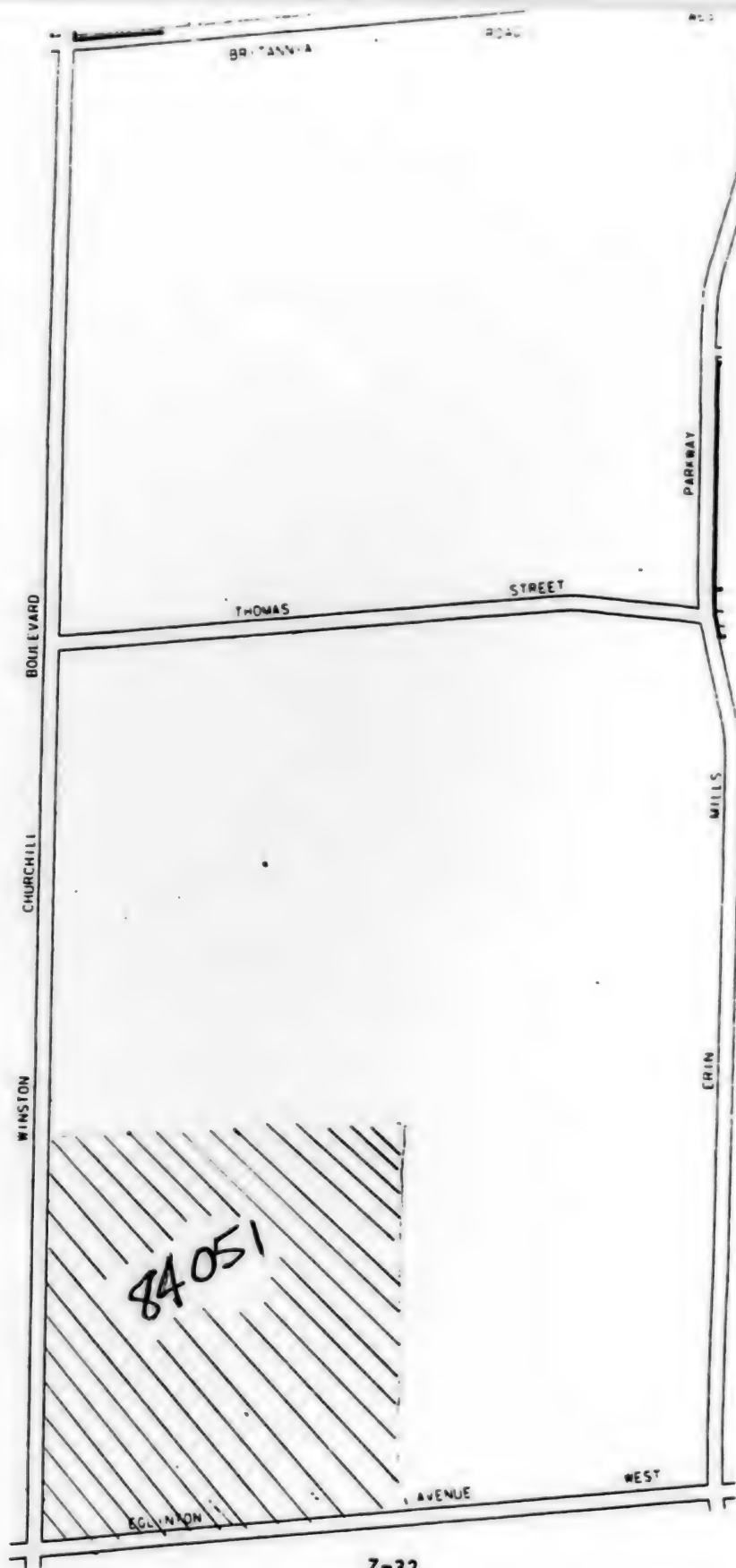
Carnegie Square
Federal Square

Harvard
Winchester

William P. Taylor
William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

DWR
DWR/dab
0487E

c.c. Councillor T. Southorn



17(a)

Z-57

Z-39-E

Z-32

Z-39-W



18

MEMORANDUM

File: 11 141 00045
12 111 00014

To Chairman and Members of
Dept. Operations and Works Committee.

From William P. Taylor, P.Eng.,
Dept. Engineering and Works Dept.

May 9, 1986.

OPERATIONS/WORKS **MAY 28 1986**

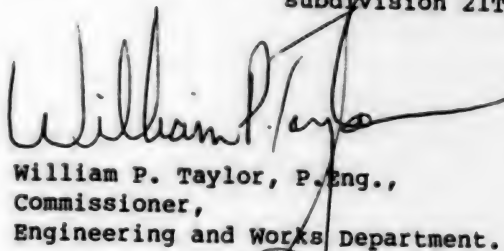
SUBJECT: Proposed Street Name - Gana Contracting Inc. 21T85044.

SOURCE: Engineering and Works Department.

COMMENTS: Gana Contracting Inc. submitted the name "Gana" for a proposed street name in the above noted subdivision.

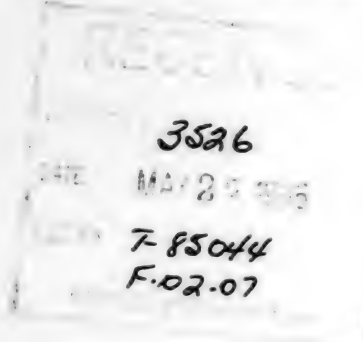
The submission was reviewed by the Region of Peel Street Names Committee on May 7, 1986 and "Gana" was approved.

RECOMMENDATION: That Gana Contracting Inc. be advised that "Gana" has been approved for use as a street name in their proposed subdivision 21T85044.


William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

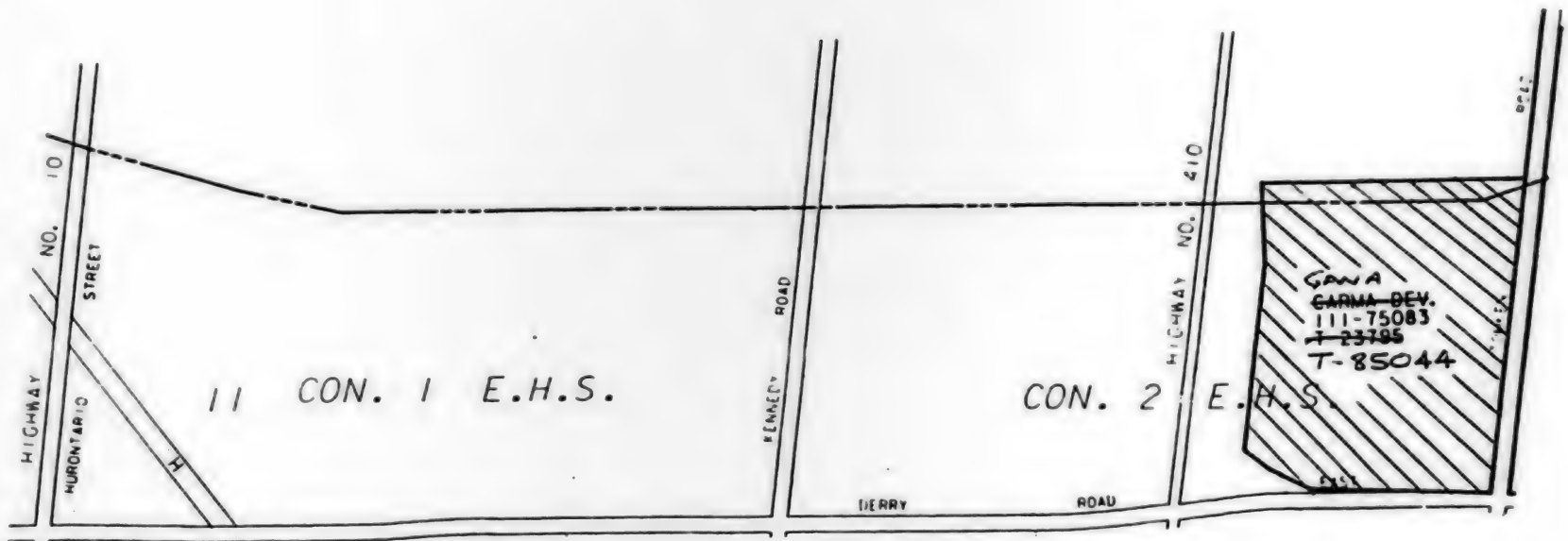
DWR
DWR/dab
0487E

c.c. Councillor P. McKechnie



18(a)

CITY OF BRAMPTON



Z-43-W

Z-43-E

M-55-Z



14

MEMORANDUM

File: 11 141 00045
12 111 00014

To Chairman and Members of From William P. Taylor, P.Eng.,
Dept. Operations and Works Committee. Dept. Engineering and Works Dept.

MAY 28 1986

May 9, 1986.

SUBJECT: OPERATIONS/WORKS
Proposed Street Name ~~Kaneff Reserve List.~~

SOURCE: Engineering and Works Department.

COMMENTS: Team Three have submitted the following proposed street names for the Kaneff Reserve Street Names List to be used in their Mississauga subdivisions:

RECEIVED
2527
MAY 28 1986
F.02.07
COMMUNICATIONS

Allerton Drive	Newbury Avenue
Barnstable Drive	Pamlico Lane
Boxford Circle	Plymouth Circle
Bridgeville Road	Waltham Road
Duxbury Boulevard	Whitehaven Court
Laurel Circle	Wilmington Court
Littlecreek Road	Winthrop Road

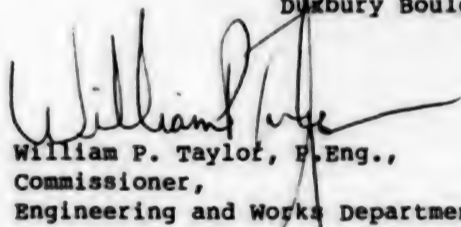
The submission was reviewed by the Region of Peel Street Names Committee on May 7, 1986 and the following names were approved:

Barnstable Drive	Littlecreek Road
Boxford Circle	Wilmington Court
Duxbury Boulevard	

The other names were refused because of duplicate streets and confusion with similar named streets.

RECOMMENDATION: That Team Three be advised that the following names have been approved for the Kaneff Street Names Reserve List for use in the City of Mississauga:

Barnstable Drive	Littlecreek Road
Boxford Circle	Wilmington Court
Duxbury Boulevard	


William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

DWR
DWR/dab
0487E



MEMORANDUM

File: 11 141 00045
11 161 00011
13 211 00042

20

To Chairman and Members of
Operations and Works Committee.
Dept. _____

From William P. Taylor, P.Eng.,
Dept. Engineering and Works Dept.

May 9, 1986.

MAY 28 1986

OPERATIONS/WORKS

SUBJECT: Parking Prohibition on Netherhart Road from Britannia Road to Roman Court.

SOURCE: Parking Control.

COMMENTS: The Engineering Department has been informed by Parking Control that a sight obstruction exists on Netherhart Road, north of Britannia Road.

3528

MAY 28 1986

F.06.04.02

Vehicles frequently park on Netherhart Road close to the intersection while at a restaurant located at the north-west corner.

The Engineering Department proposes to prohibit parking on Netherhart Road from Britannia Road to Roman Court, both sides, to eliminate congestion and clear sight lines at the intersection.

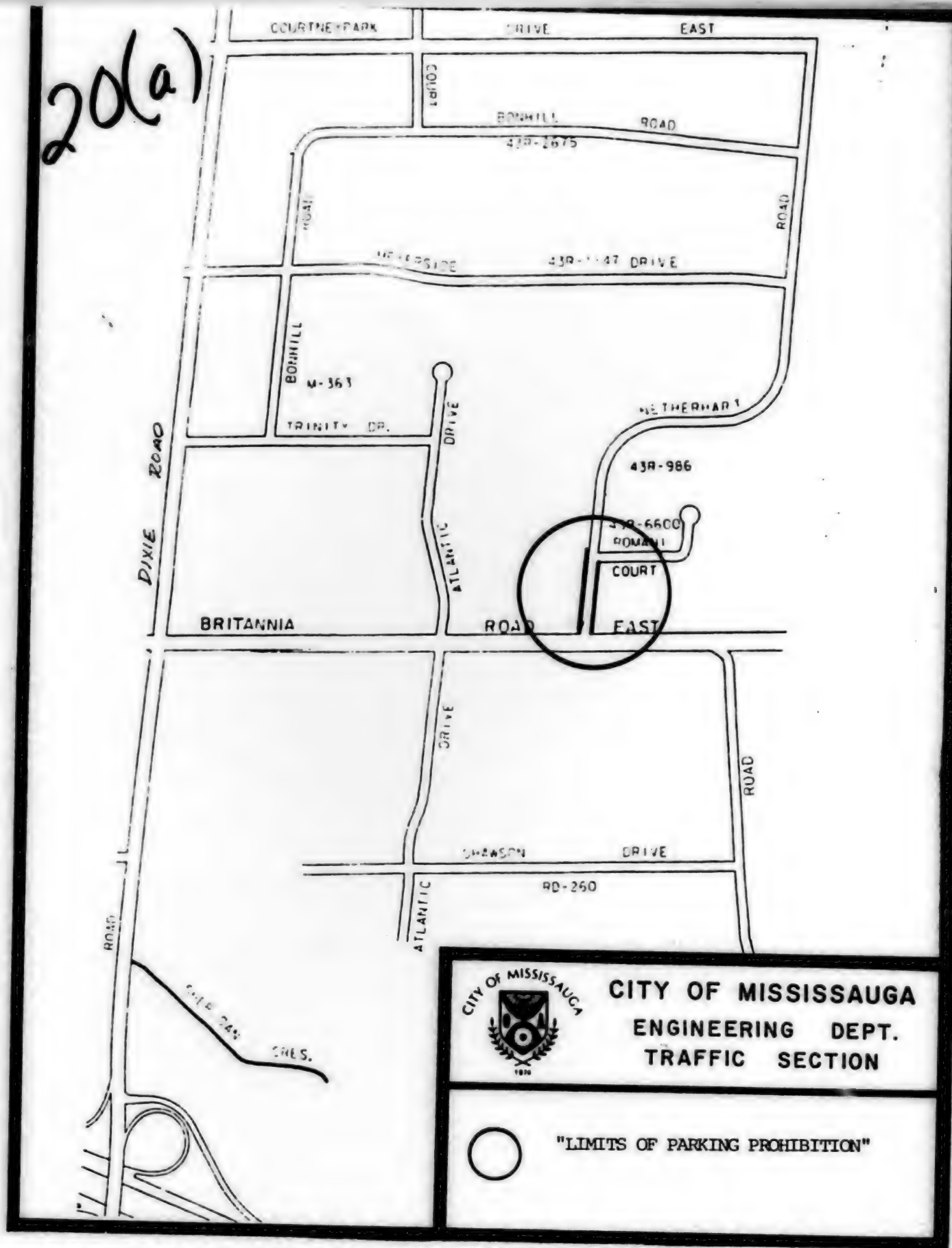
It should be noted that 'No Parking' signs on Britannia Road are already in place prohibiting parking throughout this area.

RECOMMENDATION: That a by-law be passed to amend Traffic By-Law 444-79, as amended, to prohibit parking on both sides of Netherhart Road from Britannia Road to Roman Court.

William P. Taylor
William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

WPT
WPT/dab
0487E
Attach.

20(a)





MEMORANDUM

File: 11 141 00045
11 161 00011
13 211 00011

21

To Chairman and Members of

From William P. Taylor, P.Eng.,

Dept. Operations and Works Committee.

Engineering and Works Dept.

OPERATIONS/WORKS

MAY 28 1986

May 9, 1986.

SUBJECT: Parking Restriction - Truscott Drive from Kelly Road to Winston Churchill Boulevard.

SOURCE: Park Royal Community Association through Councillor P. Mullin.

COMMENTS: The Engineering Department has been contacted by the Park Royal Community Association expressing concern with the hazards associated with parked vehicles on Truscott Drive, from Kelly Road to Winston Churchill Boulevard.

Vehicles travelling on this road, upon approaching a parked car, are forced to cross the centre line in conflict with opposing traffic. It has been noted that in order to avoid this conflict, parked cars have been observed partially encroaching upon the boulevard.

Truscott Drive, through this section, is a major residential collector road, twenty-eight feet (28') wide, with single family dwellings on both sides.

The Engineering Department proposes to restrict parking on the south side of Truscott Drive from Kelly Road to Winston Churchill Boulevard. We suggest the south side as this will allow us to use existing streetlight poles to erect the prohibitive signs. By allowing parking on one side of Truscott Drive only, this will keep two through lanes open at all times without conflict with opposing traffic.

We note that this request is being generated by the Park Royal Community Association, and therefore assume that the majority of residents who live in this area support this prohibition.

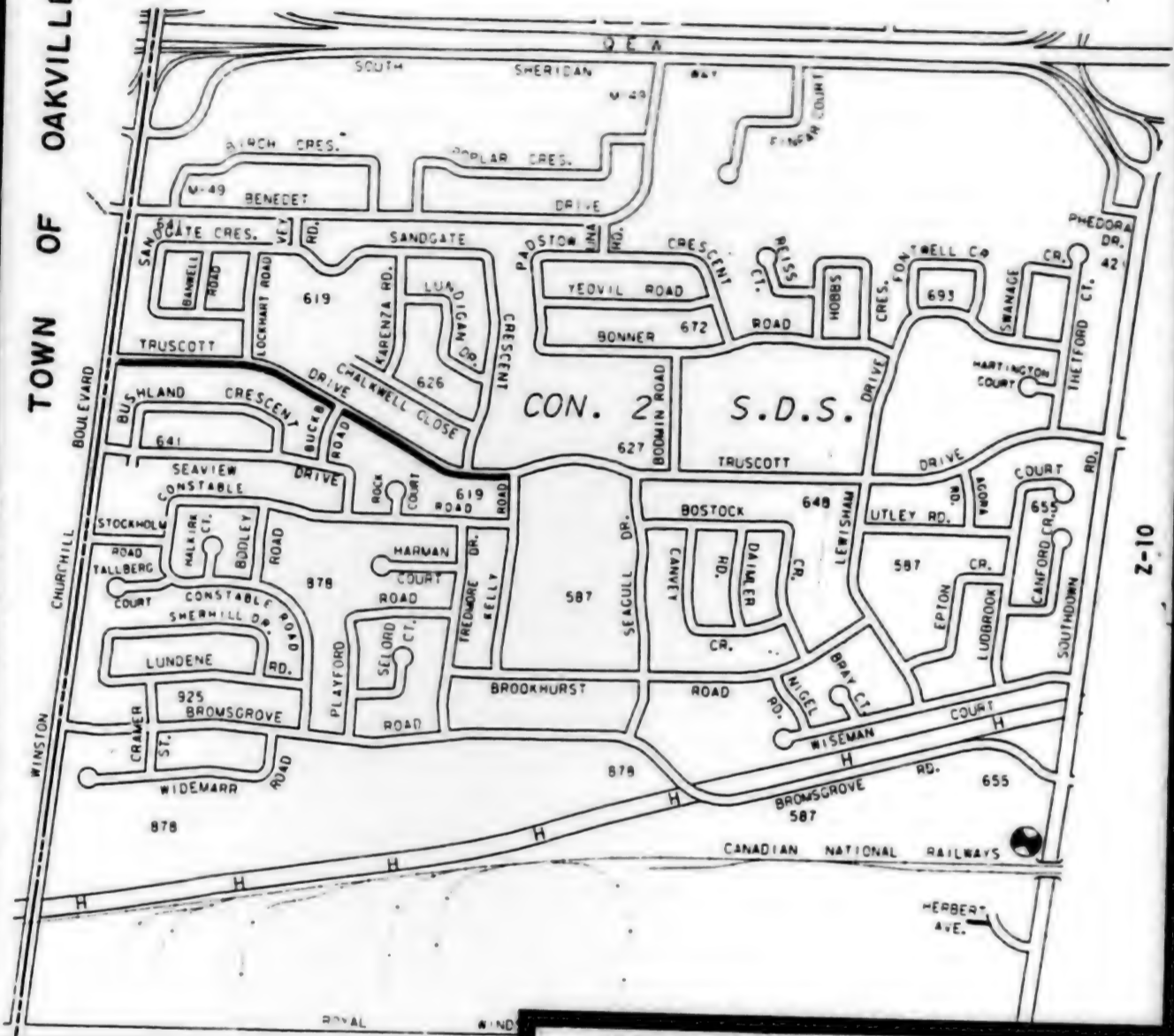
RECOMMENDATIONS: That a by-law be passed to amend Traffic By-Law 444-79, as amended, to prohibit parking on the south side of Truscott Drive from Kelly Road to Winston Churchill Boulevard, anytime.

William P. Taylor
William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

MJP/dab
0487E
Attach.

21(a)

TOWN OF OAKVILLE



Z-10



CITY OF MISSISSAUGA
ENGINEERING DEPT.
TRAFFIC SECTION

— LIMITS OF PARKING PROHIBITION
— TRUSCOTT-KELLY TO WINSTON
CHURCHILL BOULEVARD



MEMORANDUM

File: 11 141 00045
11 161 00011
13 211 00010

22

To Chairman and Members of
Operations and Works Committee.

From William P. Taylor, P.Eng.,
Engineering and Works Dept.

SUBJECT: OPERATIONS/WORKS MAY 28 1986 May 2, 1986.
Parking Restrictions to facilitate garbage pick-up on
Barsuda Drive.

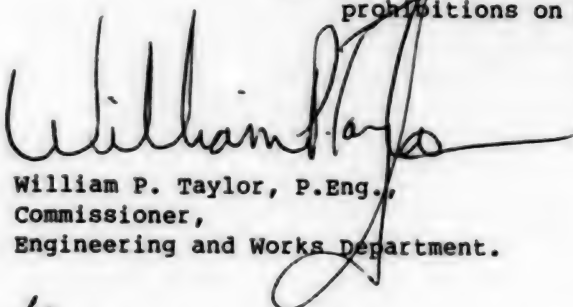
SOURCE: Mr. Brown, 2077 Barsuda Drive, Unit 4, Mississauga
(823-2810).

COMMENTS: Mr. Brown has informed the Engineering Department of a
problem with respect to garbage pick-up caused by parked
vehicles on Barsuda Drive. Vehicles are parked
bumper-to-bumper along the west side of Barsuda Drive
(parking is permitted for 72 hours) creating access
difficulties for the garbage pick-up. As a result garbage
service is sporadic.

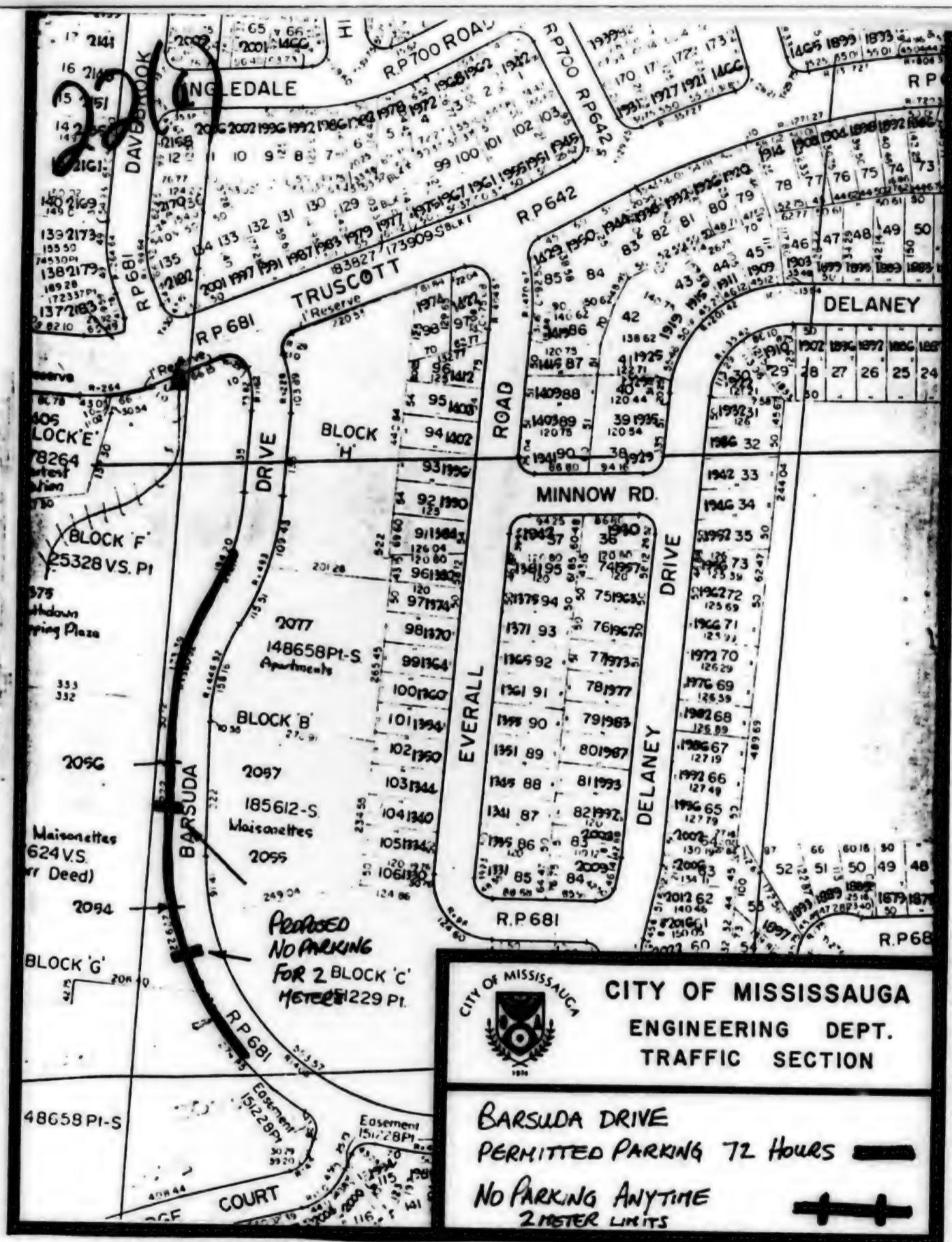
Personnel from the Traffic Section and the Works Department
have met on site with Mr. Brown in an effort to resolve this
matter. Mr. Brown has requested that two small areas be
designated as 'No Parking' zones to permit access for
garbage pick-up.

The Engineering Department has no objections to this request
as these two 'No Parking' zones would each be two meters in
length, and would result in the loss of only one parking
space.

- RECOMMENDATIONS:
1. That parking be prohibited on the west side of Barsuda
Drive from a point 132 meters south of a point opposite
the north limit of #2077 Barsuda Drive and a point 2
meters south thereof; and from a point 204 meters south
of a point opposite the north limit of #2077 Barsuda
Drive and a point 2 meters south thereof.
 2. That a by-law be passed to authorize these parking
prohibitions on Barsuda Drive.


William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

AB dab
0487E
Attach.





MEMORANDUM

File: 11 141 00045
11 161 00011

22

To Chairman and Members of 353/ William P. Taylor, P.Eng.,
Dept. Operations and Works Committee. MA/2 Engineering and Works Dept.
Dept. Engineering and Works Dept.

May 1, 1986.

F.06.04.01

OPERATIONS/WORKS

MAY 28 1986

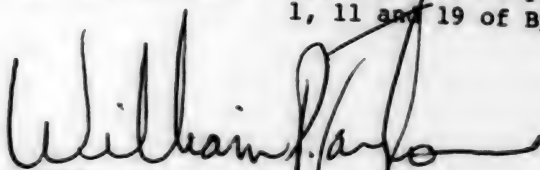
SUBJECT: Housekeeping changes and additions to By-law 444-79, as amended.

SOURCE: Engineering and Works Department.

COMMENTS: The Engineering Department has noted a number of small changes and additions necessary to technically correct a number of listings in certain schedules of By-law 444-79, as amended.

While these changes would not be considered serious, they are required with respect to enforcement purposes.

RECOMMENDATION: That By-laws be passed to authorize the changes in Schedules 1, 11 and 19 of By-law 444-79, as amended.


William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.


J.B. dab
0487E
Attach.



24

MEMORANDUM

To Operation and Works Committee

From A. Franks,

Commissioner,

Dept. _____

Dept. _____

Building, Zoning & Licensing.

3532

MAY 2 9 1986

B.03.02.05

OPERATIONS/WORKS MAY 2 8 1986

May 2nd, 1986.

REPORT REQUEST: #89-86

CLERK'S FILE: #B.03.02.05.

SUBJECT: Parking of school van in driveway - 2458 Brasilia Circle.

ORIGIN: Letter dated April 7, 1986 from Mrs. Ledlow.

COMMENTS: Mrs. Ledlow, in her letter of April 7, 1986 to Mayor Hazel McCallion, has described the problems she has recently been experiencing in relation with parking her school van in her own driveway. She concludes her letter by requesting assistance from the Mayor to amend the by-law prohibiting parking of school vans/buses on private properties.

Section 37(1) of Zoning By-law 5500 states:-

"For the purpose of this Section Commercial Motor Vehicles shall mean any motor vehicle having attached thereto a truck or delivery body and includes ambulances, hearses, motor buses and tractors." and

Section 37(2) states:-

"No person shall in any Residential Zone use any lot for the parking or storage of any commercial motor vehicles in excess of 500 kg capacity."

Furthermore, Section 37(3) states:-

"Notwithstanding the provisions of Subsection (2), the owner or occupant of any lot, building or structure in any Residential Zone may use any garage of which he is the owner or occupant for the housing or storage of one commercial vehicle, not exceeding 1,000 kg capacity, operated by himself."

Cont.... /2

COMMENTS cont.... It should be noted that the emphasis in both Sub-sections is on the word "commercial".

2/14/

The Highway Traffic Act defines a commercial motor vehicle as:-

"A motor vehicle having permanently attached thereto a truck or delivery body and includes ambulances, hearses, casket wagons, fire apparatus, buses, and tractors used for hauling purposes on the highways."

The Public Commercial Vehicles Act defines commercial vehicles as:-

- " (i) a commercial motor vehicle or a combination of a commercial motor vehicle and trailers as defined in the Highway Traffic Act,
- (ii) a dual-purpose vehicle or a combination of a dual-purpose vehicle and a trailer as defined in the Highway Traffic Act,
- (iii) any other motor vehicle as defined in the Highway Traffic Act while drawing a trailer as defined in the Act, the combination of the motor vehicle and trailer constituting the commercial vehicle;"

The Public Commercial Vehicles Act defines "dual purpose" as:-

"a motor vehicle, other than one commonly known as a passenger car, designed by the manufacturer for the transportation of persons and goods;"

A school bus, even of a size commonly referred to as "school van" clearly falls under the definition of a commercial vehicle.

Furthermore, a school bus or van, because of its colour (required by law to be painted chrome yellow), and its markings (School Bus, Do Not Pass When Signals Flashing, Stop Signs) and lights, is deliberately designed to stand out and be noticeable. Such a vehicle may by many be considered an eyesore when parked on driveways in residential areas.

If the Zoning By-law is amended to allow for parking of school buses or school vans on residential driveways or lots, the City will find it extremely difficult to discriminate against parking of other commercial vehicles on private property in residential areas. School bus drivers are in the business of driving school buses for monetary gains. The bus or van is therefore a means by which monetary gains are realized in exactly the same fashion that plumbers, electricians, heating contractors, caterers, tow truck operators, etc. utilize their vehicles for purposes of monetary gains.

Cont..../3

24 KM

COMMENTS Cont....

This Department is therefore not in favour of amending any of the City's By-laws to allow for parking of school buses or vans in residential areas.


It is pointed out that since the control of these Commercial Vehicles is contained within the City Zoning By-laws, there is provision for each person who wishes to do so to make application to the City of Mississauga Committee of Adjustment for a minor variance.

This has certain advantages in that the Committee of Adjustment deals with each application on its own individual merit and surrounding effected property owners can express either support or opposition thereto.

RECOMMENDATION:

1. That the City Zoning By-laws not be amended to permit "Commercial Vehicles" (i.e. School Buses and School Vans) in Residential zones.
2. That Mrs. Ledow be advised that should she so desire, an application can be made by herself to the Committee of Adjustment for request for a minor variance to Zoning By-law 5500 as amended.

MMN
AF/pw


A. Franks,
Commissioner,
Building, Zoning & Licensing.

APR 10 1986

1421

RECEIVED
Mississauga

DATE APR 16 1986

FILE NO 6.03.02.05

4(c)

Dear Mayor Hazel McCallion,

I am a Mississauga wife and mother living in the community of Meadowvale and like many other wives today, I am supplementing our family income with a job outside our home. My husband and I do not want our children with a sitter or in a daycare centre while I spend time at a full-time or even part-time job. Almost 3 years ago, I was happy to get a job with Travelways as a van driver for special education children. It is an ideal job — my children ride with me, it doesn't take a lot of time, the pay is good and I enjoy it.

However, I have run into a serious problem centering around a Mississauga by-law stating that school buses may not be parked in our own private driveways.

I was driving for almost one full school year before I even knew that this by-law existed. It is my understanding that this by-law is not enforced unless a complaint is received. We have one couple in our neighbourhood that does not like my bus being parked in our own driveway. Now, I could understand if I drove a large bus, but I drive a van. It is too high to fit in our garage, but I do keep it off the sidewalk and it interferes with no one. If we personally owned our own van, it would be no different other than the colouring and the lettering on it.

At the time of the first complaint, my husband and I compromised with this couple. We agreed to park the van

24/11

has a school on weekends and they agreed to me keeping the van at home from Monday to Friday. This has been the arrangement for nearly 2 years and although it did cause some problems and was inconvenient many times, we kept up our end of the deal.

Just today, I had a by-law enforcement officer come to our home saying that a complaint had been received again from the same couple. It stems from the fact that another Travelways van driver has moved into a house on our street.

I have learned that my van may be kept on the street for 3 hours at a time in one place (just as a car) without being ticketed and as long as I move it every 3 hours it will remain unticketed. At night I would have to park it elsewhere as this would obviously not be feasible.

Parking on the street all day is the only solution I have. During the day, I may not park in a school or convenience store parking lot. Either of these solutions would also be inconvenient for me, even if they were allowed.

Parking on the street seems so ridiculous, but many drivers are forced to do so to work around this by-law. First off, it is a nuisance to be moving a van every 3 hours and it is also dangerous with many small children playing in the area. Smaller children can not cross the street as easily - their vision is reduced by the van.

Our vans (and even large buses) must be started approximately $\frac{1}{2}$ hour before our runs start in the morning and up to 45 min. in the winter. When they can't be kept at home over night this becomes a real problem. I leave home at 7:20 A.M. - many leave earlier than that. We are forced to get young children and spouses up earlier than

2-12

necessary just to get a ride to our vans to get them running.

My van runs on propane and during the winter it must be plugged in (gas vans are also plugged in). How can I do this if I can't keep my van at home? Also, snow removal from school, convenience store or mall parking lots is difficult with a vehicle in the way. School principals and store owners want the snow properly removed. Many times during the past 2 winters my van would not start because it hadn't been at home and plugged in. I have been blocked in by large snowbanks created by plows trying to clear the parking lot.

Vans parked somewhere other than private driveways are more likely to be vandalized — a cost that eventually comes back to the taxpayer.

I still don't have approval to park my van ^{on week nights} at the school I have parked at on weekends for 2 years. What will I do if I don't get it?

How will these special education children get to school if van drivers are forced to quit because of this unfair by-law?

Transitways is always looking for more drivers. Doesn't it seem senseless that they may lose drivers, who have been trained, over this by-law?

How will we supplement our family incomes if drivers quit over this? Will we collect unemployment insurance like so many others out there? Our family, for one, would lose our home without my income — rather senseless over a by-law!

If a driver and his or her family are forced to move,

JH
Who's to say they won't have the same problem in another area?

Two years ago we (my husband & I) did a door to door survey to see how many neighbours (within sight of my van) objected to my van being parked in our driveway.

Not one person objected other than the couple who have complained twice. Some neighbours were shocked that anyone would complain. Doesn't it seem unfair that one couple's opinion rules the neighbourhood while the vast majority have no say — all because of this by-law?

Doesn't it seem rather crazy that we may park our vans on the street (a public area) but not in our own private driveways?

Please help us change this unfair by-law, so that we as van drivers may continue to do our jobs which are valuable to the school boards of Mississauga. We must drive without feeling angry, frustrated and very inconvenienced due to a by-law that allows a small handful of people to rule. They must understand the importance of our jobs and the need for trained (& experienced) drivers. We are not just dumb housewives (or men) trying to find something to do. We have an important job that we are trying to do properly — without hassles — most of us for the income, but many of us also enjoy it.

Yours Truly,
(Mrs) Lynn Tedlow
(HOME # 826-4168)



MEMORANDUM

23

To MAYOR AND MEMBERS OF COUNCIL

From L. W. STEWART, Q.C.

Dept. _____

CITY SOLICITOR

Dept. _____

May 15th, 1986

OPERATIONS/WORKS **MAY 28 1986**

SUBJECT: Conveyance of Blocks 20 and 21 Plan 43M-496 to abutting owners, Cheega Court and Windwood Drive.

ORIGIN: Schedule "B" of the Servicing Agreement for Plan 43M-496.

COMMENTS: The Servicing Agreement for the above mentioned plan provides for the conveyance of Blocks 20 and 21 to The Corporation of the City of Mississauga, to be transferred at a later date to the owners of adjacent lands. At the time of the registration of Plan 43M-496, the City received a conveyance of both Blocks 20 and 21. This Department has now received instructions from the Engineering Department that it is in order to transfer the Blocks to the adjacent owners in accordance with the Servicing Agreement. We have communicated with the abutting owners in this respect and have prepared suitable forms of transfer.

3533

MAY 28 1986

6.06.496.02

RECOMMENDATION: That a by-law be enacted authorizing the execution of the following transfers of land:

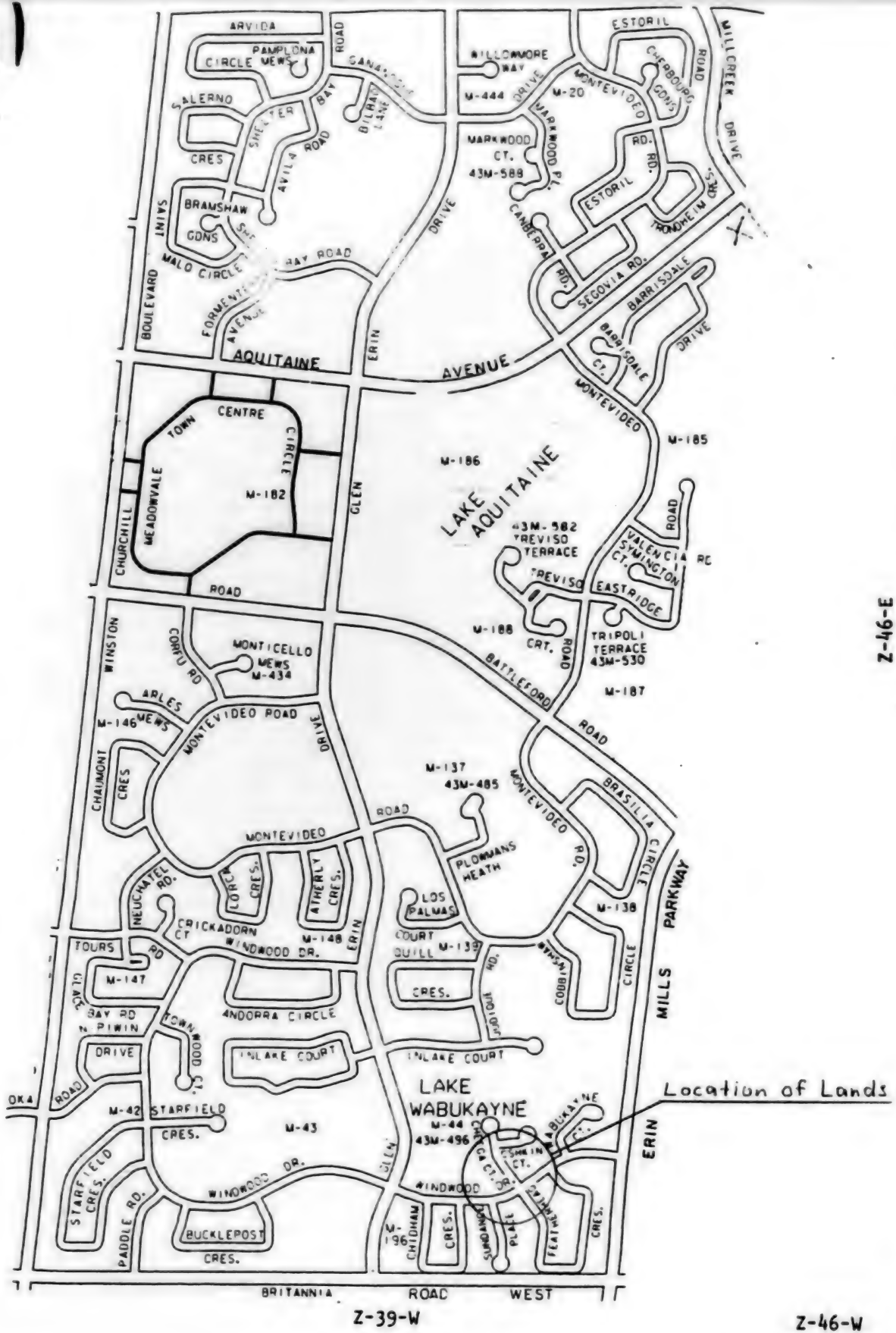
1. The Transfer between The Corporation of the City of Mississauga and Peel Condominium Corporation No. 132 with respect to Block 20 Plan 43M-496.

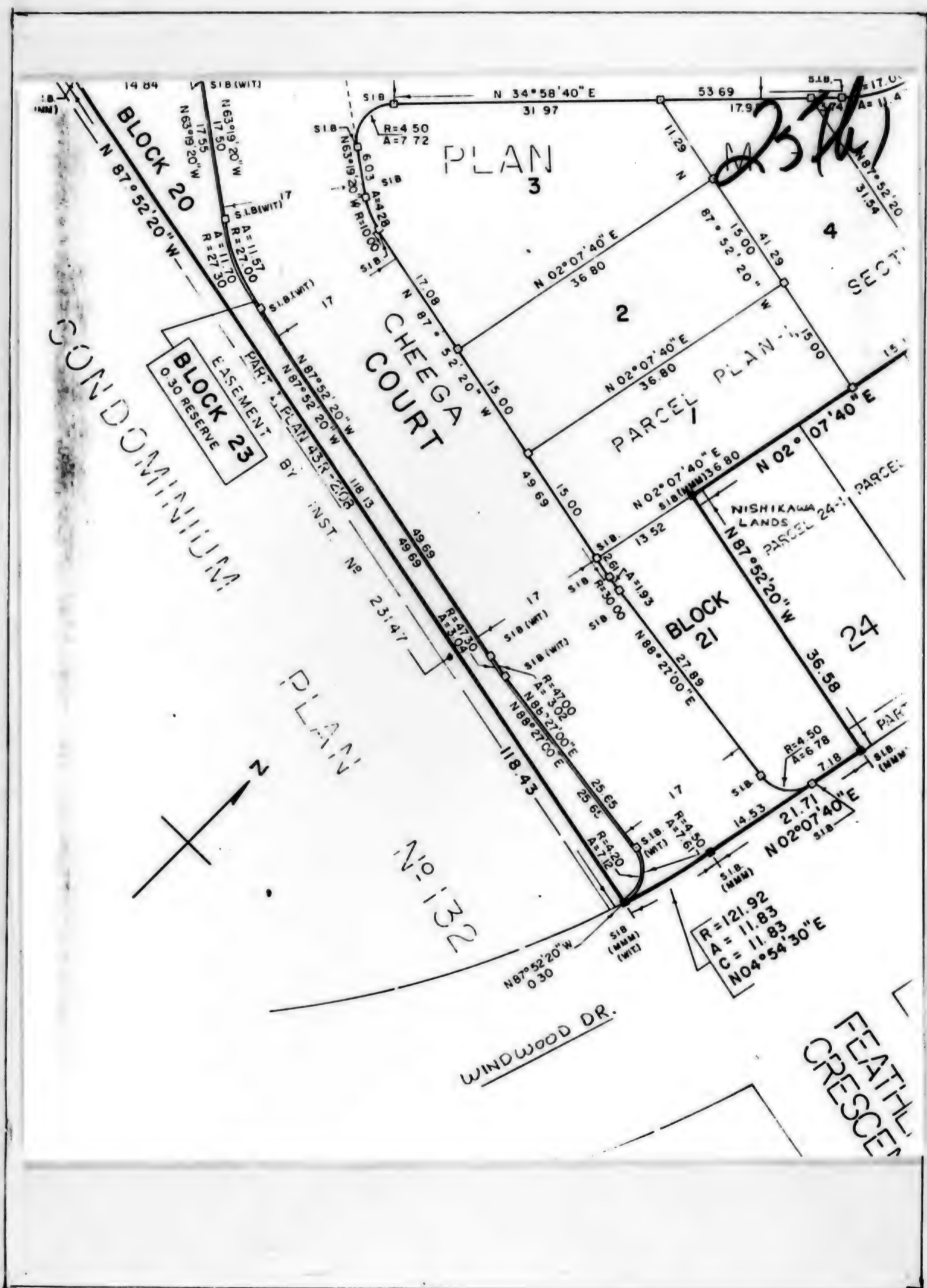
2. The Transfer between The Corporation of the City of Mississauga and George Nishikawa and Yoshiko Nishikawa as joint tenants, with respect to Block 21 Plan 43M-496.

RKG:aa
attach.

L. W. Stewart
L. W. STEWART, Q.C.
CITY SOLICITOR

22a1







26

MEMORANDUM

To OPERATION & WORKS From Terence L. Julian
Dept. COMMITTEE Dept. City Clerk

May 7, 1986

OPERATIONS/WORKS ~~MAY 28 1986~~

LADIES AND GENTLEMEN:

SUBJECT: Closure of Part of Village Centre Place
File: B.06.428.06 and F.02.03

ORIGIN: Memo from the Legal Department dated April
22, 1986.

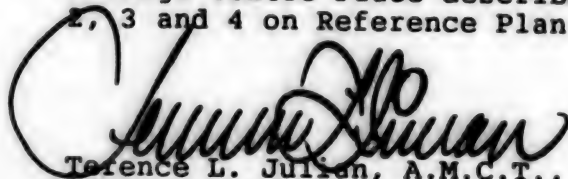
COMMENTS: The landowners abutting the cul-de-sac of
Village Centre Place have requested through
G. Eric Hanson and Associates Ltd. that part
of the cul-de-sac be stopped up and conveyed
to the abutting owners.

This request has been reviewed by the
Engineering Department and they have advised
that they have no objection to the request,
subject to an easement being granted over
the whole of the closed portion in favour of
the Region of Peel, Hydro Mississauga, Bell
Canada and the City. The Legal Department
is in receipt of letters from the abutting
owners consenting to the closure and
agreeing to the conveyance of Parts 1, 2 and
4 on Reference Plan 43R-13280 to G. E.
Hanson Developments Inc. and Part 3 on the
same plan to Anworld Consultants Inc. and
Fintact Properties Limited. As this is a
reconveyance to the developer of the plan of
subdivision, the closed out road allowance
is to be conveyed gratuitously, subject to
the developer reimbursing the City the costs
associated with the road closure.

261a)

RECOMMENDATION:

That the City Clerk be authorized to take the necessary steps to close that portion of Village Centre Place described as Parts 1, 2, 3 and 4 on Reference Plan 43R-13280.



Terence L. Julian, A.M.C.T., C.M.C.
City Clerk

RKJ
RKJ/lmc
2114C/86C

Require this plan to be deposited under *The Land Titles Act*

Date FEBRUARY 3, 1986

Received and deposited Date March 5, 1986

David B. Searles
DAVID B. SEARLES O.L.S.

David B. Searles
FOR THE LAND TITLES DIVISION OF THE REGISTRY OF DEEDS

CAUTION: THIS PLAN IS NOT A PLAN OF SUBDIVISION WITHIN THE MEANING OF THE *PLANNING ACT*

PARTS 1, 2, 3 & 4 - PART OF PARCEL STREETS - 1, SECTION 43M-428

PLAN OF SURVEY OF
PART OF VILLAGE CENTRE PLACE
REGISTERED PLAN 43M-428
CITY OF MISSISSAUGA
REGIONAL MUNICIPALITY OF PEEL

DAVID B. SEARLES Surveying Ltd.
ONTARIO LAND SURVEYOR
1986

SCALE 1:300

METRIC

DISTANCES SHOWN ON THIS PLAN ARE IN METRES
AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

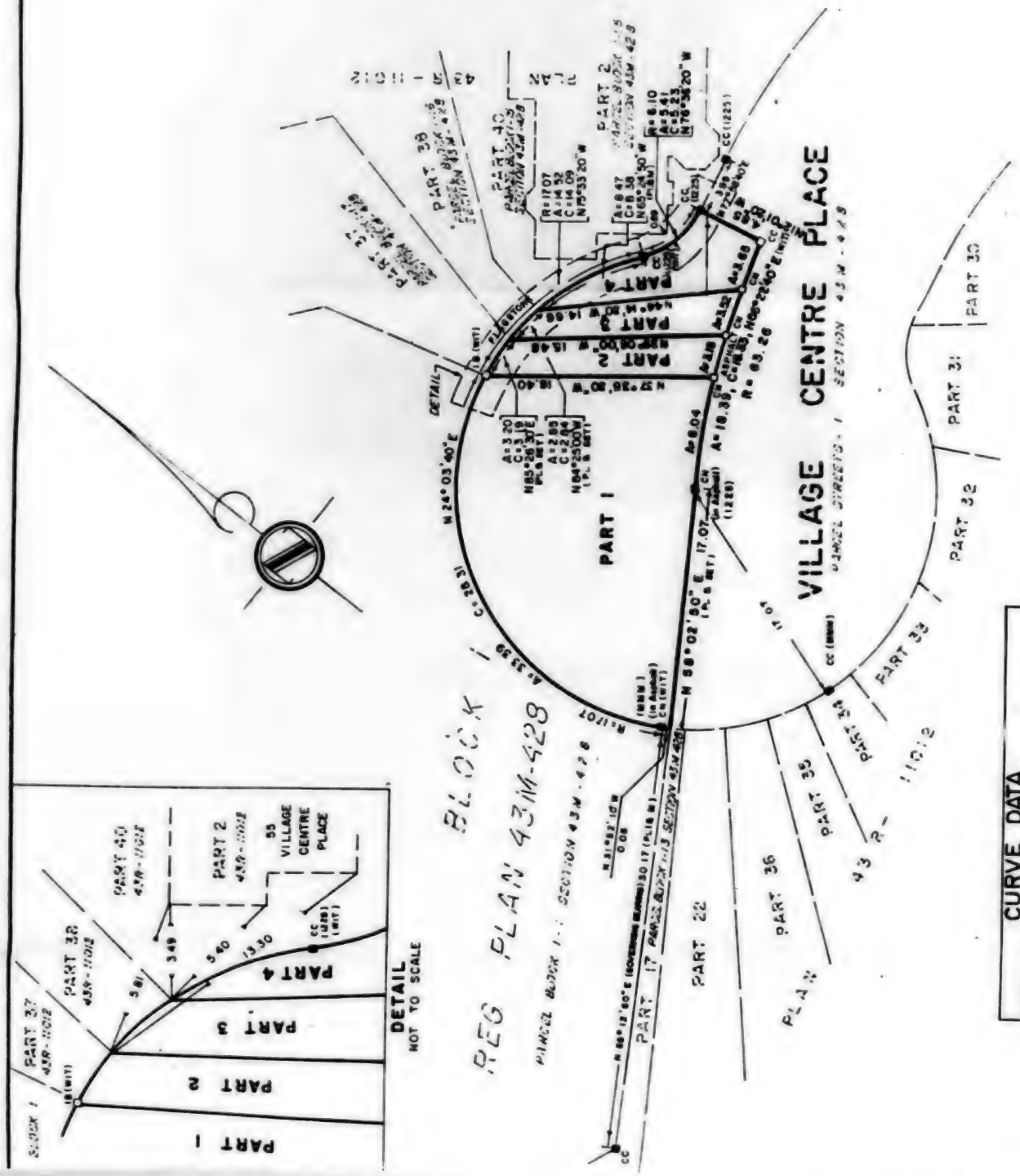
- LEGEND**
- DENOTES MONUMENT FOUND
 - DENOTES MONUMENT SET
 - ▣ DENOTES IRON BAR
 - CC DENOTES CUT CROSS
 - 1225 DENOTES DAVID B. SEARLES O.L.S.
 - MMM DENOTES MARSHALL MACKLIN MONAGHAN ONTARIO LTD. O.L.S.
 - PL DENOTES PLAN 43M-428
 - M DENOTES MEASURED
 - CN DENOTES CONCRETE NAIL
 - PLI DENOTES PLAN 43M-11012
- NOTE**
- BEARINGS SHOWN HEREON ARE ASTERISKED AND ARE DERIVED FROM THE BEARING N 59°12'50"E ON THE NORTHWESTERLY LIMIT OF PART 17 ACCORDING TO PLAN 43M-11012

SURVEYOR'S CERTIFICATE

- I CERTIFY THAT
- 1 THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEY ACT AND THE LAND TITLES ACT AND THE REGULATIONS MADE THEREUNDER.
 - 2 THE SURVEY WAS COMPLETED ON THE 31 DAY OF JANUARY, 1986

FEBRUARY 3, 1986
DATE

David B. Searles
DAVID B. SEARLES O.L.S.



CURVE DATA

PART	RADIUS	ARC	CHORD	BEARING
1	63.26	6.04	8.03	N 61° 41' 20" E
2	63.26	3.18	3.18	N 66° 46' 10" E
3	63.26	3.52	3.52	N 69° 48' 10" E
4	63.26	3.55	3.55	N 75° 03' 10" E

DETAIL
NOT TO SCALE



CITY OF MISSISSAUGA

MEMORANDUM

File: 11 141 00045
11 161 00011
13 211 00023

#21

To Chairman and Members of
Operations and Works Committee.
Dept. _____

From William P. Taylor, P.Eng.,
Dept. Engineering and Works Dept.

May 27, 1986.

OPERATIONS/WORKS MAY 28 1986

SUBJECT: Temporary parking of construction workers' vehicles on Dundas Street West.

SOURCE: Mr. Jeff King, United Lands Corporation Ltd., 2275 Speakman Drive, Mississauga, (823-7570).

COMMENTS: Mr. King has requested permission to allow the construction personnel's private vehicles to park on the north side shoulder of Dundas Street, west of Wolfedale Road.

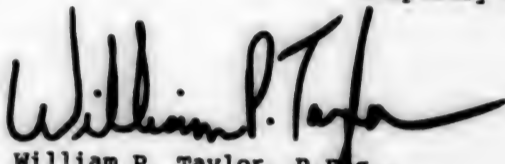
The United Lands Corporation Ltd., is currently constructing a high-rise project, "Kingsmere On The Park", on the south side of Dundas Street, address #880, and at the present time there is insufficient on-site parking space to accommodate these vehicles. They have attempted to locate additional space, but until such time that the underground facilities are completed, the use of the north shoulder of Dundas Street is required. The estimated time of completion of the underground facility is early to mid July.


The Engineering Department would have no objections to this request provided that these parked vehicles do not create a sight problem, nor do they encroach upon the travelled portion of Dundas Street.

Currently, parking is prohibited on both sides of Dundas Street within this area, however, any signs that may be in place will be either temporarily removed or covered. In view of potential sight problems at the intersections of Wolfedale Road and at Cedarglen Gate, it is recommended that vehicles not be permitted to park within 30 meters of each of these intersections.

.../2

- RECOMMENDATIONS:
1. That the United Lands Corporation Ltd., construction personnel be permitted to park their private vehicles on the north shoulder of Dundas Street during working hours between a point 30 meters west of Wolfedale Road and a point 30 meters east of Cedarglen Gate.
 2. That the current parking prohibition on the north side of Dundas Street within the above limits be temporarily waived through July 31, 1986.
 3. That the Parking Control Section be advised of the temporary waiving of the parking prohibition.


William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.


0271E



United Lands Corporation Limited

2275 Speakman Drive, Mississauga, Ontario L5K 1B1
Telephone: (416) 823-7570

May 26, 1986

MAY 28 1986

OPERATIONS/WORKS

CITY OF MISSISSAUGA
Mr. Terry Julian
City Clerk
1 City Centre Drive
Mississauga, Ontario

RE: Relief from Parking Restrictions
for the allowance of temporary construction
parking on the north side of Dundas.

Dear Sir:

We have been advised that to gain permission to temporarily park our construction personnel's private vehicles on the north side of Dundas Street, directly adjacent to our highrise construction project known as "Kingsmere On The Park" (880 Dundas St. W.) it will be necessary to go to Council or an Operational and Works meeting.

On April 24th, 1986 Councillor Culham received from us a request for assistance in resolving this matter, at that time we had tried to accomodate the worker's vehicles in three different locations on Dundas Street, including containing parking in front of our property first on the south side, then on the north side. This being unacceptable to the complaining neighbor, we made arrangements to park at Wolfedale and Dundas in the Petro Canada Gas Station, until the Area Supervisor cancelled such privileges.

...2/

2/
May 26, 1986
Mr. Terry Julian

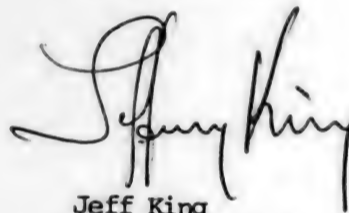
The workers then tried parking in Hurontario Park, carrying their tools, etc., a considerable distance in order to get to the site.

Councillor Culham supports our request and the Parking Authority has never had a problem with us using the wide shoulders of Dundas Street, except when a complaint is registered and as this situation has been unresolved for quite some time, could you please promote a speedy review and or temporary relief until council makes a decision.

Parking on Dundas Street will be required until the building's basement parking is available to us (approximately one month).

For further information please do not hesitate to contact the writer.

Yours very truly,

A handwritten signature in cursive script, appearing to read "Jeff King".

Jeff King
UNITED LANDS CORPORATION LIMITED

c.c. Gary Burch

CITY OF MISSISSAUGA

M I N U T E S

MEETING FIVE EIGHTY-SIX

NAME OF COMMITTEE: OPERATIONS & WORKS COMMITTEE

DATE OF MEETING: WEDNESDAY, MAY 28, 1986, 9:35 A.M.

PLACE OF MEETING: COUNCIL CHAMBERS

MEMBERS PRESENT: Councillor H. Kennedy
Councillor L. Taylor
Councillor F. McKechnie
Councillor D. Culham
Councillor D. Cook
Councillor T. Southorn (Chairman)

MEMBERS ABSENT: NIL

OTHERS PRESENT: Mayor H. McCallion
Councillor P. Mullin (part)
Councillor M. Prentice

STAFF PRESENT: Mr. D. Lychak, City Manager
Mr. W. P. Taylor, Commissioner of Engineering & Works
Mr. A. E. McDonald, Engineering & Works
Mr. A. Franks, Commissioner of Building (part)
Mr. E.J. Dowling Transit General Manager
Ms. L. Mailer, Committee Coordinator

DEPUTATIONS - 9:35 A.M.

A. Mr. Robert Bonner and Dr. Martin Hubbes

SEE ITEM 1

A.02.03.03.07

- B. (i) Mr. J. Donofrio, National Representative,
Communications and Electrical Workers of Canada
(ii) Mr. Walter Reszytniak, President, Super Plastics
L.01.06
SEE ITEM 2

- C. Mrs. F. Marques, 4104 Tapestry Trail, Mississauga.
B.06.460.02
SEE ITEM 13

PRESENTATION - Following the Deputations

- D. Mr. E. Dowling, General Manager, Mississauga Transit.
D.05.01
SEE ITEM 3

MATTERS CONSIDERED:

1. Proposed Termite Research Project, Faculty of Forestry,
University of Toronto.
Council at its meeting on April 28, 1986, adopted the
following Operations and Works Committee recommendation of
April 2, 1986:
- (a) That the Termite Task Force be invited to address the
Operations and Works Committee on the seriousness of
the termite infestation and to explain the
anticipated benefits of the proposed research program.
 - (b) That the Termite Task Force of the University of
Toronto be advised to continue their efforts to
convince the Government of Ontario and Government of
Canada to provide additional financial support for
this program.

Mr. Robert Bonner, Chairman of the Termite Task Force
appeared before the Committee and requested the City's
financial support for this project.

Dr. Martin Hubbes of the Task Force responded to questions from the Committee regarding the project.

It was noted that the Association of Municipalities will be considering this request at its Annual Meeting and the Province has not responded as to its commitment to the project.

Councillor Culham recommended that Staff monitor the response from the Association and the Province and coordinate a report for consideration at a future Administration and Finance Committee meeting.

A.02.03.03.07

Received

See Recommendation OW-101-86 (D. Culham)

2. Report dated May 1, 1986, from the Commissioner of Building, Zoning and Licensing regarding the temporary trailer located on City property near 5450 Maingate Drive.
- Council on April 14, 1986, adopted the following Operations and Works Committee recommendation of April 2, 1986:
- '(a) That permission be granted to the Communications and Electrical Workers of Canada to extend the placement of the strike trailer on the boulevard at 5450 Maingate Drive, until May 14, 1986, subject to the following conditions, pending reports from Peel Regional Police and the By-law Enforcement Office with respect to problems on the site:
- (i) that the trailer remain in its original location;
 - (ii) that the area in front of the trailer be kept clear so as not to obstruct the view of vehicles using the adjacent driveways;
 - (iii) that proof of liability insurance be provided to cover the extension;
 - (iv) that the current security deposit of \$1,000.00 be retained.
- (b) That the Commissioner of Building prepare a report for consideration by the Administration and Finance Committee detailing a policy for the placement of trailers for use by striking workers.'

In response to this recommendation, attached are the following documents:

- (a) Report dated May 1, 1986, from the Commissioner of Building advising that the area was inspected by By-law Enforcement personnel on April 7, 1986 and the premises appeared to be clean and the situation was found to be normal. Mr. Franks recommended:

That the report dated May 1, 1986, from the Commissioner of Building concerning the Communications and Electrical Workers of Canada workers' strike trailer on City owned property near 5450 Maingate Drive be received.

- (b) Letter dated May 7, 1986, from Inspector A. Young of the Peel Regional Police Force detailing the occurrences at this site. Inspector Young advises that there has been no reported damage recently and the Police Force has no objection to the trailer remaining.

The following persons appeared before the Committee regarding this matter.

- (i) Mr. J. Donofrio, National Representative, Communications and Electrical Workers of Canada, requested permission to allow the trailer to remain. Mr. Donofrio advised that there was no foreseeable end to the labour dispute unless there is Provincial legislation and the Union has every intention of continuing its strike action against the Company.
- (ii) Mr. Walter Reszytniak, President, Super Plastics advised that he had no objection to the trailer remaining provided the trailer is kept in a tidy and orderly manner. Mr. Reszytniak noted that the grass around the trailer needed cutting. In response Mr. Donofrio confirmed that he would have this matter looked after.

Councillor McKechnie recommended that the trailer be permitted to remain. This motion was voted on and carried.

L.01.06

Approved

See Recommendation OW-102-86 (F. McKechnie)

3. Report dated May 16, 1986, from the Transit General Manager regarding the proposed transit system for implementation on October 6, 1986. The proposed system of routes and corresponding data base is intended for discussion purposes at this time in order to obtain approval prior to the detailed operational study of route scheduling, transfer points and the extensive work program for system implementation. Mr. Dowling recommended:

That approval be given to the implementation of the proposed weekday transit system in the Fall of 1986.

Mr. Dowling pointed out that the goal is to reach a grid type transit system and eliminate the circuitous routings of the buses. Each change in the routes is made with this goal in mind. Mr. Dowling pointed out that there may be a delay in the delivery of the new buses and the Department will require some flexibility in implementing the proposed changes.

Mr. N. Dodd, Transit Transportation Planner, presented the proposed system in detail and responded to questions from the Committee. Mr. Dodd advised that the proposal is subject to detailed scheduling and the availability of the new buses. Further, each route will be monitored carefully and adjustments made where necessary.

In response to question, Mr. Dowling advised that a separate presentation will be made with respect to Sunday service.

D.05.01

Approved

See Recommendation OW-103-86 (L. Taylor)

4. Report dated May 20, 1986, from the Transit General Manager in response to a request by the Peel Board of Education that Mississauga Transit study the feasibility of carrying students presently using school bus transportation. The School Board analysed the 1984/85 school bus data and concluded that about 60% of students in the seven grades using school buses might be accommodated by Mississauga Transit. The report outlines the questions raised and the study undertaken to determine the feasibility of the proposal and concludes that additional students could be accommodated as the transit system expands and existing levels of service on all routes increase. Mr. Dowling recommended:

That the report dated May 20, 1986, from the Transit General Manager regarding the transport of students by Mississauga Transit be forwarded to the Peel Board of Education for a response.

A.02.07.02

D.05.01

Approved

See Recommendation OW-105-86 (D. Culham)

May 28, 1986

5. Report dated May 20, 1986, from the Transit General Manager in response to an inquiry from the Ascension of Our Lord School at Brandon Gate and Anaca Drive in Malton that public transit be used for students presently using school buses. This request has been reviewed by Staff and based on the 1985/86 student data provided about 380 of the possible 600 school bus students could be carried comfortably by City buses at this time. Mr. Dowling recommended:

That the report dated May 20, 1986 from the Transit General Manager be forwarded to the Ascension of Our Lord School requesting their response as to whether they wish to take advantage of the opportunity to transport approximately 380 students utilizing the Mississauga Transit system.

Councillor McKechnie recommended that this be forwarded to the Separate School Board as opposite to the particular School. The motion, as amended, was voted on and carried.

A.02.07.03
D.05.01

Amended

See Recommendation OW-105-86 (F. McKechnie)

6. Report dated May 6, 1986, from the Commissioner of Engineering & Works in response to a request to transfer Block 210 to the developer of Erin Mills South - Neighbourhood 503A, Plan 43M-603, located west of Winston Churchill Boulevard and north of Burnhamthorpe Road West. Schedule B of the Servicing Agreement for Plan 43M-603 required that Block 210 be deeded to the City for buffering works along Winston Churchill Boulevard. The developer, Erin Mills Development Corporation, have requested that this block be transferred back to that firm such that it can be combined with Lot 179 to create a larger residential property.

Valcoustics Canada Limited, the accoustical consultant, has reviewed this request and have no objection as the proposed house will remain in approximately the same location on Lot 179. The release of Block 210 would result in a cost savings to the City for maintenance upkeep. Mr. Taylor recommended:

That a by-law be enacted to authorize execution of Transfer to Erin Mills Development Corporation for Block 210, Plan 43M-603, located west of Winston Churchill Boulevard and north of Burnhamthorpe Road West.

B.06.603.02

Approved

See Recommendation OW-106-86 (D. Cook)

7.

Report dated May 6, 1986, from the Commissioner of Engineering & Works with respect to waiving of Condition 3(b), Schedule 'C' of the Servicing Agreement with respect to the requirement for central air conditioning for Lots 149, 152, 159, 177, 179, 180 and 181, Plan 43M-595, Testimony Investments Limited, located north of the Canadian Pacific Railway and west of Hurontario Street. Under the terms of the Servicing Agreement, the subject lots were required to be equipped with central air conditioning to protect the dwelling occupants from local noise sources. The purchasers of these lots have executed Noise Acknowledgement and Waiver Agreements which quite simply acknowledge the existing noise sources, waive the requirement for the installation of central air conditioning and indemnify the City from any future claims for noise attenuative works on or for the benefit of the lands.

The form of agreement signed by the purchasers includes provision for execution of same by the Mayor and Clerk and consent for registration of the document on title of the applicable lot. In as much as the Land Titles Office will no longer permit registration of these agreements on the title of the lands, it is not necessary to have the documents executed by the Mayor and Clerk. The original agreements will remain on file in the Department. Mr. Taylor recommended:

That notwithstanding the requirements of Condition 3(b), Schedule 'C' of the Servicing Agreement for Testimony Developments Limited, Plan 43M-595, located north of the Canadian Pacific Railway and west of Hurontario Street; the developer be advised that the requirement for the installation of central air conditioning on Lots 149, 152, 159, 177, 179, 180 and 181 of that plan is waived and that as a condition of this waiver, the developer be advised that the dwellings on these lots are to be fitted with forced air heating systems with ducting sized to readily accommodate the future installation of central air conditioning units.

With respect to the waiving of this requirement, Councillor Taylor expressed concern that the City is allowing these waivers in light of the fact that the requirement is first all recommended by a consultant as an attenuation measure to protect not only the initial purchaser but future residents of the area from local noise sources.

May 28, 1986

In response, the Commissioner of Engineering advised that the policy provides for the waiver of this requirement provided the home purchaser signs the waiver and agrees to indemnify the City from any future claims for noise attenuative works.

Councillor Taylor recommended that the policy be amended so that developers and/or builders will be advised that the City will no longer permit the waiving of this requirement when it is recommended as a noise attenuation measure.

After further discussion, Councillor Taylor agreed that the motion be forwarded to Staff on the appropriateness of amending the policy.

B.06.595.02

Approved

See Recommendation OW-107-86 (L. Taylor)
See Recommendation 108-86 (L. Taylor)

8. Report dated May 9, 1986, from the Commissioner of Engineering & Works with respect to a draw on the developer's securities for the completion of grading rectification works on Lot 23 Left, Plan 43M-445, Sheridan Mills Subdivision, located east of Erin Mills Parkway and south of Britannia Road West. Under the terms of the Servicing Agreement, Donlee Holdings Limited is responsible for the proper grading of all lots within the subdivision. Staff prepared letters to the developer dated September 13, 1985 and October 23, 1985 for Lot 23 Left. To date the outstanding grading rectification works on Lot 23 Left have not been completed. The homeowner involved has expressed his concerns regarding the delay in the matter. Mr. Taylor recommended:

- (a) That the Commissioner of Engineering and Works be authorized to complete the outstanding grading rectification works on Lot 23 Left, Plan 43M-445, Sheridan Mills Subdivision, located east of Erin Mills Parkway and south of Britannia Road West at an estimated cost of \$2,000.00.
- (b) That the Commissioner of Engineering and Works be authorized to engage Allan C. Randles Limited for design and supervision of the corrective grading works at an estimated cost of \$500.00 and that the City Treasurer be authorized to draw on the developer's Letter of Credit to defray the costs incurred by the City.

B.06.445.02

Approved

See Recommendation OW-109-86 (L. Taylor)

9. Report dated May 6, 1986, from the Commissioner of Engineering & Works with respect to a draw on the developer's securities for the completion of grading rectification works on Lot 46, Plan 43M-506, Heritage Oaks Subdivision, located west of Mavis Road and north of Burnhamthorpe Road West. Under the terms of the Servicing Agreement, Heritage Oaks Limited is responsible for the proper grading of all lots within the subdivision. Staff prepared letters to the developer dated September 30, 1985 and November 6, 1985 for Lot 46. To date the outstanding grading rectification works on Lot 46 have not been completed satisfactorily. The homeowner involved has expressed her concerns regarding the delay in the matter. Mr. Taylor recommended:
- (a) That the Commissioner of Engineering and Works be authorized to complete the outstanding grading rectification works on Lot 46, Plan 43M-506, Heritage Oaks Subdivision, located west of Mavis Road and north of Burnhamthorpe Road West at an estimated cost of \$3,000.00.
 - (b) That the Commissioner of Engineering and Works be authorized to engage McConnell Maughan Limited for design and supervision of the corrective grading works at an estimated cost of \$800.00 and that the City Treasurer be authorized to draw on the developer's Letter of Credit to defray the costs incurred by the City.

B.06.506.02

Approved

See Recommendation OW-110-86 (D. Culham)

10. Report dated May 14, 1986, from the Commissioner of Engineering & Works in response to a request from the Port Credit Business Association for permission to hold the Port Credit Moonlight Madness event on Friday, June 20, 1986 between the hours of 6:00 p.m. and 12:00 midnight. The event will include a number of display and promotional activities along the boulevard/sidewalk areas of Lakeshore Road, and in portions of the municipal parking lots.
- Also, as part of this event, permission is requested to hold a small street dance on a portion of Port Street, south of Lakeshore Road. The dance will include live radio broadcasting from the CJCL remove unit. Only a portion of Port Street will be used, and will not interfere with traffic movement, nor truck movements to and from the St. Lawrence Starch Company. The Peel Regional Police have been consulted and will provide direct supervision throughout the event. The Engineering Department has no objections to this request, subject to the usual conditions for special events being satisfied. Mr. Taylor recommended:

That the Port Credit Business Association be granted permission to hold the Port Credit Moonlight Madness event on Friday, June 20, 1986 between 6:00 p.m. and 12:00 midnight, subject to the following conditions:

- (a) Proof of liability insurance in the amount of two million dollars naming the City as co-insured;
- (b) Completion of a Road Restriction Permit with the Engineering Department at least five days prior to the event;
- (c) Police supervision of the event, and the hiring of off-duty officers for the street dance, as deemed necessary by the Peel Regional Police;
- (d) That the street dance be protected by barricades obtained by the applicant and placed under Police supervision.

With respect to the liability insurance, it was pointed out that this policy will be amended by way of a report to the Administration and Finance Committee since it has been determined that insurance companies will not provide insurance to these groups naming the City as co-insured and with this in mind an amount of \$1 Million would be appropriate provided the organization provides a "save harmless" agreement.

F.02.04.04

Amended

See Recommendation OW-111-86 (F. McKechnie)

11. Report dated May 14, 1986, from the Commissioner of Engineering & Works in response to a request from the Lake Aquitaine Family Festival Committee for permission to hold the Lake Aquitaine Family Festival Parade on Saturday June 14, 1986.

The parade will commence at 11:00 a.m. at Meadowvale Secondary School on Edenwood Drive and proceed south on Edenwood Drive, East on Tours Road and Windwood Rive, north on Glen Erin Drive to the Town Centre.

The Peel Regional Police will provide escort and supervision for the parade. Mississauga Transit have been contacted and some minor routing changes will be required during the parade 11:00 a.m. to 12:00 p.m. The Festival Committee will attempt to place a notice in their material which will be distributed in the area of the minor changes in Transit service. The Engineering Department has no objection to the proposed parade route and the waiving of parking prohibitions on the adjacent roadways subject to the normal conditions for special events being satisfied. The group is affiliated with the Recreation and Parks Department therefore has liability insurance coverage. Mr. Taylor recommended:

Operations/Works
May 28, 1986

- 11 -

- (a) That the Lake Aquitaine Family Festival Committee be granted permission to hold their annual parade on Saturday, June 14, 1986 commencing at 11:00 a.m. on the outlined route, as follows:

Commencing at Meadowvale Secondary School and proceeding south on Edenwood Drive, east on Tours Road, east on Windwood Drive and north on Glen Erin Drive to Meadowvale Town Centre.

subject to the following conditions:

- (i) That a Road Restriction Permit be obtained from the Engineering Department at least five (5) working days prior to the event.
- (ii) That arrangements be made with the Peel Regional Police for parade escort and supervision.
- (b) That parking prohibitions on Glen Erin Drive, Aquitaine Avenue, Montevideo Road and Battleford Road surrounding Lake Aquitaine, other than within 200 ft. of signalized intersections, be waived between 6:00 p.m. Friday, June 13, 1986 and 7:00 p.m. Sunday, June 15, 1986.

F.02.04.02

Approved

See Recommendation OW-112-86 (L. Taylor)

12. Report dated May 20, 1986, from the Commissioner of Engineering & Works in response to a request from the Reverend Eduardo Resendes, Pastor, Portuguese Catholic Parish of Mississauga for permission to hold two religious processions in the Melton Drive area on June 29, 1986 and July 27, 1986. It is estimated that each procession will last approximately one hour. The Engineering Department has forwarded a copy of the proposal to the Peel Regional Police for comments. In view of the fact that these processions have been held in previous years relatively problem-free, approval from this agency is anticipated. The Engineering Department has no objections to this request subject to the usual conditions for special events. Mr. Taylor recommended:

That the Portuguese Catholic Parish of Mississauga (Reverend Eduardo Resendes) be granted permission to hold religious processions on the previously on June 29 and July 27, 1986 subject to the following conditions:

- (a) Completion of Road Restriction Permits with the Engineering Department at least five days prior to the events;
- (b) Proof of liability insurance in the amount of two million dollars naming the City as co-insured;
- (c) Approval from the Peel Regional Police with respect to supervision and/or escort;
- (d) That local and emergency access be maintained in the area throughout the procession.

With respect to the liability insurance, it was pointed out that this policy will be amended by way of a report to the Administration and Finance Committee since it has been determined that insurance companies will not provide insurance to these groups naming the City as co-insured and with this in mind an amount of \$1 Million would be appropriate provided the organization provides a "save harmless" agreement.

F.02.04.02

Amended

See Recommendation OW-113-86 (D. Cook)

13. Report dated April 30, 1986, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to Tapestry Trail, within Plan 43M-460, located north of Burnhamthorpe Road West, east of Ponytrail Drive. The Commissioner was requested to comment on the feasibility of cul-de-sac-ing Tapestry Trail at Rathburn Road, the subject being raised during debates on the sidewalk location within the subdivision.

Mr. Taylor advised that creating a cul-de-sac is not possible as lands outside the normal right-of-way would be required and these lands are now residential buildings.

The only alternative then is to dead end the street without a turn around; however, this is not satisfactory to the Engineering and Works Department as it does not allow garbage trucks and service vehicles to turn around safely nor does it allow for efficient snow removal/storage. Moreover, the entire area would be left with only one entrance and this is undesirable from an emergency access standpoint.

Mr. Taylor advised that it was understood that the request was made with a view to reducing traffic and thereby eliminating the need for a sidewalk which the Department cannot support.

With respect to a suggestion the Tapestry Trail become a one-way street, this would not be supportable either from a traffic reduction or sidewalk elimination viewpoint and may serve to increase vehicle speed. Mr. Taylor recommended:

- (a) That no further action be taken to either dead end and/or make Tapestry Trail a one way street, within Plan 43M-460, located north of Burnhamthorpe Road West, east of Ponytrail Drive.
- (b) That the sidewalk on the north-west side of Tapestry Trail be installed in 1986, in accordance with Resolution 456-85 (August 14, 1985).

This report was considered by the Committee on May 14, 1986, and was deferred to this meeting as there was some question of the City's legal liability to install this sidewalk as it was shown on the plans of subdivisions.

The Committee received a report from the City Solicitor. Mr. Stewart advised that the deletion of the sidewalk was prompted by a petition requesting such deletion. If Council agreed with the petitioners' request to delete the sidewalk, it would require an amendment to the Subdivision Agreement. Since the Subdivision or Servicing Agreement is an agreement between the City and the developer it can be amended as between the said two parties. An outside person not a party to the agreement cannot demand strict adherence to the requirements of the Servicing Agreement.

By a Subdivision or Servicing Agreement, a developer is required to install and complete certain services to the requirements of the City. If there is a request to delete a service, it certainly is within the power of the parties to the Servicing Agreement to change or alter the requirements. Mr. Stewart recommended:

That Council consider amending the Servicing Agreement for Plan 43M-460 to delete the sidewalk on Tapestry Trail based upon the petition from the homeowners residing on the said street.

Mrs. Fatima Marques of 4104 Tapestry Trail appeared before the Committee in favour of the installation of the sidewalk. Mrs. Marques noted that those in favour of the deletion had been fairly represented on previous occasions and it was recommended that the sidewalk be installed. Mrs. Marques requested that the sidewalk be installed for pedestrian safety reasons.

Councillor Prentice advised that she had considered this matter thoroughly and driven down the street on numerous. It is not a major thoroughfare but a quiet residential street and it was her recommendation that the sidewalk not be installed based on the petition of the majority of the residents. Councillor Prentice pointed out that in accordance with City policy a cash contribution will be required from the developer to provide for the installation of sidewalk if deemed necessary in the future. Councillor Prentice placed the following motion:

Whereas by the Servicing Agreement for Plan 43M-460 certain sidewalks were to be constructed on Tapestry trail, Unicorn Court and River Millway:
And whereas by almost unanimous petition the residents of said streets have requested that the sidewalks NOT be constructed;
And whereas Council may amend its Agreement with the developer of the subdivision and accept cash-in-lieu in place and instead of sidewalk construction at this time;
Now therefore be it resolved that notwithstanding the requirements of the Servicing Agreement for Plan 43M-460, York Hannover Developments Ltd. not be required to construct the sidewalks on Tapestry Trail, Unicorn Court and River Mill Way and York Hannover be required to pay the following cash-in-lieu amounts: Tapestry Trail - \$11,340; Unicorn Court - \$5,040; River Mill Way - \$14,490.

B.06.460.02

Approved

See Recommendation OW-114-86 (M. Prentice)

14. Report dated May 9, 1986, from the Commissioner of Engineering & Works in response to a letter from Mr. & Mrs. L. Nemis requesting that Copernicus Drive be renamed. This street was proposed by the Multicultural Committee and approved by the Region and City Council in March 1984. Mr. Taylor recommended:

That no action be taken in response to the request by Mr. & Mrs. L Nemis to rename Copernicus Drive.

F.02.07

Approved

See Recommendation OW-115-86 (L. Taylor)

15. Report dated May 9, 1986, from the Commissioner of Engineering & Works with respect to renaming a portion of Isabella Avenue. One section from Gordon Drive to Parker Avenue has been in existence for many years. The other section from Stavebank Road to 200m+ east of Stillmeadow Road was built about 1968. This street was named Isabella as it was appeared to eventually join with the first section of Isabella Avenue. The connection of the two streets does not appear to be imminent. The present discontinuance of Isabella Avenue could be confusing to the residents when trying to explain their location to emergency agencies, visitors, deliveries etc., and the Engineering Department recommended the renaming of one of the sections of Isabella Avenue.

The City's street name change policy states "the portion of the road with the fewer number of persons affected shall be renamed". The section of Isabella Avenue between Gordon Drive and Parker Drive has 13 addresses and the section of Isabella Avenue between Stavebank Road and 200m+ East of Stillmeadow Road has 48 addresses. Mr. Taylor recommended:

That Isabella Avenue between Gordon Drive and Parker Drive be renamed and that Councillor D. Culham be requested to propose a new name for this road.

F.02.07

Approved

See Recommendation OW-116-86 (D. Culham)

16. Report dated May 9, 1986, from the Commissioner of Engineering & Works with respect to the approval of street names for use by John Bousfield proposed Plan of Subdivision T-86005 (lands located north of Eglinton Avenue West/west of McLaughlin Road). Mr. Taylor recommended:

That J. Bousfield Associates be advised that the following names have been approved for use as street names in proposed Plan of Subdivision T-86005 (lands located north of Eglinton Avenue West/west of McLaughlin Road): Bluesky; Galaxy; Northern Lights; Comet; Mariner; Sundial; Constellation; Milkway Way; Sunlight.

T-86005
F.02.07

Approved

See Recommendation OW-117-86 (F. McKechnie)

17. Report dated May 9, 1986, from the Commissioner of Engineering & Works with respect to the approval of street names for use by John Bousfield in proposed Plan of Subdivision T-84051 (lands located north of Eglinton Avenue West/east of Winston Churchill Boulevard). Mr. Taylor recommended:

That J. Bousfield Associates be advised that the following names have been approved for use as street names in proposed Plan of Subdivision T-84051 (lands located north of Eglinton Avenue West/east of Winston Churchill Boulevard): Carnegie Square; Harvard; Federal Square; Winchester.

T-84051
F.02.07

Approved

See Recommendation OW-118-86 (H. Kennedy)

18. Report dated May 9, 1986, from the Commissioner of Engineering & Works with respect to the approval of the name "Gana" within proposed Plan of Subdivision T-85044 (lands located on the west side of Tomken Road/north of Derry Road East). Mr. Taylor recommended:

That Gana Contracting Inc. be advised that "Gana" has been approved for use as a street name in proposed Plan of Subdivision T-85044 (lands located on the west side of Tomken Road/north of Derry Road East).

T-85044
F.02.07

Approved

See Recommendation OW-119-86 (H. Kennedy)

19. Report dated May 9, 1986, from the Commissioner of Engineering & Works with respect to proposed street names submitted for the Kaneff Reserve Street Names List. Mr. Taylor recommended:

That Team Three be advised that the following names have been approved for the Kaneff Street Names Reserve List for use in the City of Mississauga: Barnstable Drive; Boxford Circle; Duxbury Boulevard; Littlecreek Road; Wilmington Court.

The matter of reserved street name lists was considered at the Operations and Works Committee meeting on May 14, 1986, and the following recommendation approved:

- '(d) That street names not be reserved for the exclusive use of a specific consultant, developer, etc., but in a general bank maintained for the municipality.'

At the time this agenda was prepared, this recommendation was subject to Council's formal approval on May 26, 1986.

F.02.07

Approved

See Recommendation OW-120-86 (H. Kennedy)

20.

Report dated May 9, 1986, from the Commissioner of Engineering & Works with respect to a sight obstruction which exists on Netherhart Road, north of Britannia Road. Vehicles frequently park on Netherhart Road close to the intersection while at a restaurant located at the north-west corner. The Engineering Department proposes to prohibit parking on Netherhart Road from Britannia Road to Roman Court, both sides, to eliminate congestion and clear sight lines at the intersection. It should be noted that 'No Parking' signs on Britannia Road are already in place prohibiting parking throughout this area. Mr. Taylor recommended:

That a by-law be enacted to amend Traffic By-Law 444-79, as amended, to prohibit parking on both sides of Netherhart Road from Britannia Road to Romani Court.

F.06.04.02

Approved

See Recommendation OW-121-86 (F. McKechnie)

21. Report dated May 9, 1986, from the Commissioner of Engineering & Works in response to concerns contacted by the Park Royal Community Association expressing concern with the hazards associated with parked vehicles on Truscott Drive, from Kelly Road to Winston Churchill Boulevard. Vehicles travelling on this road, upon approaching a parked car are forced to cross the centre line in conflict with opposing traffic. It has been noted that in order to avoid this conflict, parked cars have been observed partially encroaching upon the boulevard. Truscott Drive, through this section, is a major residential collector road, twenty-eight feet (28') wide, with single family dwellings on both sides. The Engineering Department proposes to restrict parking on the south side of Truscott Drive from Kelly Road to Winston Churchill Boulevard. We suggest the south side as this will allow us to use existing streetlight poles to erect the prohibitive signs. By allowing parking on one side of Truscott Drive only, this will keep two through lanes open at all times without conflict with opposing traffic. Mr. Taylor recommended:

That a by-law be enacted to amend Traffic By-Law 444-79, as amended to prohibit parking on the south side of Truscott Drive from Kelly Road to Winston Churchill Boulevard, anytime.

F.06.04.02

Approved

See Recommendation OW-122-86 (H. McCallion)

22. Report dated May 2, 1986, from the Commissioner of Engineering & Works with respect to a problem with respect to garbage pick-up caused by parked vehicles on Barsuda Drive. Vehicles are parked bumper-to-bumper along the west side of Barsuda Drive (parking is permitted for 72 hours) creating access difficulties for the garbage pick-up. As a result garbage service is sporadic. Personnel from the Traffic Section and the Works Department have met on site with Mr. Brown in an effort to resolve this matter. Mr. Brown has requested that two small areas be designated as 'No Parking' zones to permit access for garbage pick-up. The Engineering Department has no objections to this request as these two 'No Parking' zones would each be two meters in length, and would result in the loss of only one parking space. Mr. Taylor recommended:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to prohibit parking on the west side of Barsuda Drive from a point 132 meters south of a point opposite the north limit of #2077 Barsuda Drive and a point 2 meters south thereof; and from a point 204 meters south of a point opposite the north limit of #2077 Barsuda Drive and a point 2 meters south thereof.

F.06.04.02

Approved

See Recommendation OW-123-86 (D. Culham)

23. Report dated May 1, 1986, from the Commissioner of Engineering & Works regarding a number of small changes and additions necessary to technically correct a number of listings in certain schedules to the Traffic By-law. Mr. Taylor recommended:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the changes in Schedules 1, 11 and 19.

F.06.04.01

Approved

See Recommendation OW-124-86 (D. Culham)

24. Report dated May 2, 1986, from the Commissioner of Building, Zoning and Licensing in response to a request from Mrs. Lynn Ledlow of 2458 Brasilia Circle regarding problems with respect to the parking of her school van in her driveway. The Zoning by-law prohibits the parking of commercial vehicles in residential zones and school vans clearly falls under the definition of a commercial vehicle. If the Zoning By-law is amended to allow for parking of school buses or school vans on residential driveways or lots, it will be extremely difficult to discriminate against parking of other commercial vehicles on private property in residential zones. Since the control of these vehicles is contained with the Zoning By-law provision is made for each person to make application to the Committee of Adjustment for a minor variance. This has certain advantages in that the Committee of Adjustment deals with each application on its individual merit and surrounding effected property owners can express their opinion. Mr. Franks recommended:

That the Zoning By-laws not be amended to permit "Commercial Vehicles" (school buses and school vans) in residential zones and that Mrs. L. Ledlow (2458 Brasilia Circle) be advised to make application to the Committee of Adjustment for a request for a minor variance to Zoning By-law 5500, as amended, to permit the parking of a school van in her driveway.

B.03.02.05

Approved

See Recommendation OW-125-86 (L. Taylor)

25. Report dated May 15, 1986, from the City Solicitor regarding the conveyance of Blocks 20 and 21, Plan 43M-496 to the abutting owners, Cheega Court and Windwood Drive. The Servicing Agreement for the above mentioned plan provides for the conveyance of these Blocks to the City to be transferred at a later date to the owners of the adjacent lands. The Engineering Department has advised that it is in order to transfer the lands to the adjacent owners. Mr. Stewart recommended:

That a by-law be enacted to authorize execution of the Transfer of Lands between The Corporation of the City of Mississauga and Peel Condominium Corporation 132 with respect to Block 20, Plan 43M-496 and between The Corporation of the City of Mississauga and George Nishikawa and Yoshiko Nishikawa as joint tenants with respect to Block 21, Plan 43M-496.

B.06.496.02

Approved

See Recommendation OW-126-86 (H. Kennedy)

26. Report dated May 7, 1986, from the City Clerk with respect to a closure of part of Village Centre Place. The landowners abutting the cul-de-sac of Village Centre Place have requested through G. Eric Hanson and Associates Ltd. that part of the cul-de-sac be stopped up and conveyed to the abutting owners. This request has been reviewed by the Engineering Department and they have advised that they have no objection to the request, subject to an easement being granted over the whole of the closed portion in favour of the Region of Peel, Hydro Mississauga, Bell Canada and the City. The Legal Department is in receipt of letters from the abutting owners consenting to the closure and agreeing to the conveyance of Parts 1, 2 and 4 on Reference Plan 43R-13280 to G. E. Hanson Developments Inc. and Part 3 on the same plan to Anworld Consultants Inc. and Fintact Properties Limited. As this is a reconveyance to the developer of the plan of subdivision, the closed out road allowance is to be conveyed gratuitously, subject to the developer reimbursing the City the costs associated with the road closure. Mr. Julian recommended:

That the City Clerk be authorized to take the necessary steps to close that portion of Village Centre Place described as Parts 1, 2, 3 and 4 on Reference Plan 43R-13280.

B.06.428.06
F.02.03

Approved

See Recommendation OW-127-86 (L. Taylor)

The following additional report was considered by the Committee at the request of Councill Culham:

27. Report dated May 27, 1986, from the Commissioner of Engineering & Works in response to a request by United Lands Corporation for permission to temporary park construction workers' vehicles on Dundas Street West. United Lands is currently constructing a high rise project on the south side of Dundas Street and at the present time there is insufficient on site parking to accommodate these vehicles. They have attempted to locate additional space but until such time that the underground facilities are completed, the use of the north shoulder of Dundas Street is required. The estimated time of completion of the underground facility is early to mid July.

The Engineering Department has no objections to this request provided that these parked vehicles do not create a sight problem nor encroach on the travelled portion of Dundas Street. Mr. Taylor recommended:

Operations/Works
May 28, 1986

- 22 -

- (a) That the United Lands Corporation Ltd. construction personnel be permitted to park their private vehicles on the north shoulder of Dundas Street during working hours between a point 30 meters west of Wolfedale Road and a point 30 meters east of Cedgarglen Gate.
- (b) That the current parking prohibition on the north side of Dundas Street within the above limits be temporarily waived through July 31, 1986, and that the Parking Control Section be advised of the temporary waiving of the parking prohibition.

F.06.04.02

Approved

See Recommendation OW-128-86 (D. Culham)

Recommendations:

As per Report 5-86

Adjournment:

11:50 a.m.

OPERATIONS AND WORKS COMMITTEE

MAY 28, 1986

REPORT 5-86

TO: MAYOR AND MEMBERS OF COUNCIL

The Operations and Works Committee presents its fifth report and recommends:

OW-101-86 That the Commissioner of Building/Zoning/Licensing monitor and coordinate a report on the position of the Government of Canada, the Government of Ontario and the Association of Municipalities of Ontario regarding the Termite Research Project proposed by the Faculty of Forestry, University of Toronto.

A.02.03.03.07
(OW-101-86)

OW-102-86 That permission be granted to the Communications and Electrical Workers of Canada to extend the placement of the strike trailer on the boulevard at 5450 Maingate Drive, subject to the following conditions:

- (i) that the trailer remain in its original location;
- (ii) that the area in front of the trailer be kept clear so as not to obstruct the view of vehicles using the adjacent driveways;
- (iii) that proof of liability insurance be provided;
- (iv) that the current security deposit of \$1,000.00 be retained.

L.01.06
(OW-102-86)

OW-103-86 That the implementation of the proposed weekday transit system for the Fall of 1986 as presented to the Operations and Works Committee meeting of May 28, 1986, be approved.

D.05.01
(OW-103-86)

OW-104-86 That the report dated May 20, 1986, from the Transit General Manager regarding the transport of students by Mississauga Transit be forwarded to the Peel Board of Education for a response.

A.02.07.02
D.05.01
(OW-104-86)

May 28, 1986

OW-105-86 That the report dated May 20, 1986 from the Transit General Manager regarding the transport of students by Mississauga Transit to the Ascension of Our Lord School be forwarded to The Dufferin-Peel Roman Catholic Separate School Board for a response.

A.02.07.03
D.05.01
(OW-105-86)

OW-106-86 That a by-law be enacted to authorize execution of Transfer to Erin Mills Development Corporation for Block 210, Plan 43M-603, located west of Winston Churchill Boulevard and north of Burnhamthorpe Road West.

B.06.603.02
(OW-106-86)

OW-107-86 That notwithstanding the requirements of Condition 3(b), Schedule 'C' of the Servicing Agreement for Testimony Developments Limited, Plan 43M-595, located north of the Canadian Pacific Railway and west of Hurontario Street; the developer be advised that the requirement for the installation of central air conditioning on Lots 149, 152, 159, 177, 179, 180 and 181 of that plan is waived and that as a condition of this waiver, the developer be advised that the dwellings on these lots are to be fitted with forced air heating systems with ducting sized to readily accommodate the future installation of central air conditioning units.

OW-108-86 That the Commissioner of Engineering and Works be requested to prepare a report on the appropriateness of changing the policy with respect to waiving the requirement for the installation of central air conditioning when it is recommended as a noise abatement feature.

B.06.595.02
(OW-108-86)

OW-109-86 (a) That the Commissioner of Engineering and Works be authorized to complete the outstanding grading rectification works on Lot 23 Left, Plan 43M-445, Sheridan Mills Subdivision, located east of Erin Mills Parkway and south of Britannia Road West at an estimated cost of \$2,000.00.

- (b) That the Commissioner of Engineering and Works be authorized to engage Allan C. Randles Limited for design and supervision of the corrective grading works at an estimated cost of \$500.00 and that the City Treasurer be authorized to draw on the developer's Letter of Credit to defray the costs incurred by the City.

B.06.445.02
(OW-109-86)

- OW-110-86 (a) That the Commissioner of Engineering and Works be authorized to complete the outstanding grading rectification works on Lot 46, Plan 43M-506, Heritage Oaks Subdivision, located west of Mavis Road and north of Burnhamthorpe Road West at an estimated cost of \$3,000.00.

- (b) That the Commissioner of Engineering and Works be authorized to engage McConnell Maughan Limited for design and supervision of the corrective grading works at an estimated cost of \$800.00 and that the City Treasurer be authorized to draw on the developer's Letter of Credit to defray the costs incurred by the City.

B.06.506.02
(OW-110-86)

- OW-111-86 That the Port Credit Business Association be granted permission to hold the Port Credit Moonlight Madness event on Friday, June 20, 1986 between 6:00 p.m. and 12:00 midnight, subject to the following conditions:

- (a) Proof of liability insurance in the amount of One Million Dollars to the satisfaction of the Commissioner of Engineering and Works;
- (b) Completion of a Road Restriction Permit with the Engineering Department at least five days prior to the event;
- (c) Police supervision of the event, and the hiring of off-duty officers for the street dance, as deemed necessary by the Peel Regional Police;
- (d) That the street dance be protected by barricades obtained by the applicant and placed under Police supervision.

F.02.04.04
(OW-111-86)

May 28, 1986

OW-112-86 (a) That the Lake Aquitaine Family Festival Committee be granted permission to hold their annual parade on Saturday, June 14, 1986 commencing at 11:00 a.m. on the outlined route, as follows:

Commencing at Meadowvale Secondary School and proceeding south on Edenwood Drive, east on Tours Road, east on Windwood Drive and north on Glen Erin Drive to Meadowvale Town Centre.

subject to the following conditions:

- (i) That a Road Restriction Permit be obtained from the Engineering Department at least five (5) working days prior to the event.
- (ii) That arrangements be made with the Peel Regional Police for parade escort and supervision.
- (b) That parking prohibitions on Glen Erin Drive, Aquitaine Avenue, Montevideo Road and Battleford Road surrounding Lake Aquitaine, other than within 200 ft. of signalized intersections, be waived between 6:00 p.m. Friday, June 13, 1986 and 7:00 p.m. Sunday, June 15, 1986.

F.02.04.02
(OW-112-86)

OW-113-86 That the Portuguese Catholic Parish of Mississauga (Reverend Eduardo Resendes) be granted permission to hold religious processions on the previously on June 29 and July 27, 1986 subject to the following conditions:

- (a) Completion of Road Restriction Permits with the Engineering Department at least five days prior to the events;
- (b) Proof of liability insurance in the amount of One Million Dollars satisfactory to the Commissioner of Engineering and Works;
- (c) Approval from the Peel Regional Police with respect to supervision and/or escort;
- (d) That local and emergency access be maintained in the area throughout the procession.

F.02.04.02
(OW-113-86)

May 28, 1986

- OW-114-86 (a) That no further action be taken to either dead end and/or make Tapestry Trail a one way street, within Plan 43M-460, located north of Burnhamthorpe Road West, east of Ponytrail Drive.
- (b) Whereas by the Servicing Agreement for Plan 43M-460 certain sidewalks were to be constructed on Tapestry trail, Unicorn Court and River Millway:
And whereas by almost unanimous petition the residents of said streets have requested that the sidewalks NOT be constructed;
And whereas Council may amend its Agreement with the developer of the subdivision and accept cash-in-lieu in place and instead of sidewalk construction at this time;
Now therefore be it resolved that notwithstanding the requirements of the Servicing Agreement for Plan 43M-460, York Hannover Developments Ltd. not be required to construct the sidewalks on Tapestry Trail, Unicorn Court and River Mill Way and York Hannover be required to pay the following cash-in-lieu amounts: Tapestry Trail - \$11,340; Unicorn Court - \$5,040; River Mill Way - \$14,490.

B.06.460.02
(OW-114-86)

- OW-115-86 That no action be taken in response to the request by Mr. & Mrs. L Nemis to rename Copernicus Drive.

F.02.07
(OW-115-86)

- OW-116-86 That Isabella Avenue between Gordon Drive and Parker Drive be renamed and that Councillor D. Culham be requested to propose a new name for this road.

F.02.07
(OW-116-86)

- OW-117-86 That J. Bousfield Associates be advised that the following names have been approved for use as street names in proposed Plan of Subdivision T-86005 (lands located north of Eglinton Avenue West/west of McLaughlin Road): Bluesky; Galaxy; Northern Lights; Comet; Mariner; Sundial; Constellation; Milkway Way; Sunlight.

T-86005
F.02.07
(OW-117-86)

OW-118-86 That J. Bousfield Associates be advised that the following names have been approved for use as street names in proposed Plan of Subdivision T-84051 (lands located north of Eglinton Avenue West/east of Winston Churchill Boulevard): Carnegie Square; Harvard; Federal Square; Winchester.

T-84051
F.02.07
(OW-118-86)

OW-119-86 That Gana Contracting Inc. be advised that "Gana" has been approved for use as a street name in proposed Plan of Subdivision T-85044 (lands located on the west side of Tomken Road/north of Derry Road East).

T-85044
F.02.07
(OW-119-86)

OW-120-86 That Team Three be advised that the following names have been placed on the Street Names Reserve List for use in the City of Mississauga: Barnstable Drive; Boxford Circle; Duxbury Boulevard; Littlecreek Road; Wilmington Court.

F.02.07
(OW-120-86)

OW-121-86 That a by-law be enacted to amend Traffic By-Law 444-79, as amended, to prohibit parking on both sides of Netherhart Road from Britannia Road to Romani Court.

F.06.04.02
(OW-121-86)

OW-122-86 That a by-law be enacted to amend Traffic By-Law 444-79, as amended to prohibit parking on the south side of Truscott Drive from Kelly Road to Winston Churchill Boulevard, anytime.

F.06.04.02
(OW-122-86)

OW-123-86 That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to prohibit parking on the west side of Barsuda Drive from a point 132 meters south of a point opposite the north limit of #2077 Barsuda Drive and a point 2 meters south thereof; and from a point 204 meters south of a point opposite the north limit of #2077 Barsuda Drive and a point 2 meters south thereof.

F.06.04.02
(OW-123-86)

OW-124-86 That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the changes in Schedules 1, 11 and 19.

F.06.04.01
(OW-124-86)

OW-125-86 That the Zoning By-laws not be amended to permit "Commercial Vehicles" (school buses and school vans) in residential zones and that Mrs. L. Ledlow (2458 Brasilia Circle) be advised to make application to the Committee of Adjustment for a request for a minor variance to Zoning By-law 5500, as amended, to permit the parking of a school van in her driveway.

B.03.02.05
(OW-125-86)

OW-126-86 That a by-law be enacted to authorize execution of the Transfer of Lands between The Corporation of the City of Mississauga and Peel Condominium Corporation 132 with respect to Block 20, Plan 43M-496 and between The Corporation of the City of Mississauga and George Nishikawa and Yoshiko Nishikawa as joint tenants with respect to Block 21, Plan 43M-496.

B.06.496.02
(OW-126-86)

OW-127-86 That the City Clerk be authorized to take the necessary steps to close that portion of Village Centre Place described as Parts 1, 2, 3 and 4 on Reference Plan 43R-13280.

B.06.428.06
F.02.03
(OW-127-86)

- OW-128-86 (a) That the United Lands Corporation Ltd. construction personnel be permitted to park their private vehicles on the north shoulder of Dundas Street during working hours between a point 30 meters west of Wolfedale Road and a point 30 meters east of Cedgarglen Gate.
- (b) That the current parking prohibition on the north side of Dundas Street within the above limits be temporarily waived through July 31, 1986, and that the Parking Control Section be advised of the temporary waiving of the parking prohibition.

F.06.04.02
(OW-128-86)

CITY OF MISSISSAUGA

MINUTES

MEETING FIVE EIGHTY-SIX

NAME OF COMMITTEE: OPERATIONS & WORKS COMMITTEE
DATE OF MEETING: WEDNESDAY, MAY 28, 1986, 9:35 A.M.
PLACE OF MEETING: COUNCIL CHAMBERS
MEMBERS PRESENT: Councillor H. Kennedy
Councillor L. Taylor
Councillor F. McKechnie
Councillor D. Culham
Councillor D. Cook
Councillor T. Southorn (Chairman)

MEMBERS ABSENT: NIL
OTHERS PRESENT: Mayor H. McCallion
Councillor P. Mullin (part)
Councillor M. Prentice

STAFF PRESENT: Mr. D. Lychak, City Manager
Mr. W. P. Taylor, Commissioner of Engineering &
Works
Mr. A. E. McDonald, Engineering & Works
Mr. A. Franks, Commissioner of Building (part)
Mr. E.J. Dowling Transit General Manager
Ms. L. Mailer, Committee Coordinator

DEPUTATIONS - 9:35 A.M.

A. Mr. Robert Bonner and Dr. Martin Hubbes
SEE ITEM 1
A.02.03.03.07

- B. (i) Mr. J. Donofrio, National Representative,
Communications and Electrical Workers of Canada
(ii) Mr. Walter Reszytniak, President, Super Plastics
L.01.06
SEE ITEM 2

- C. Mrs. F. Marques, 4104 Tapestry Trail, Mississauga.
B.06.460.02
SEE ITEM 13

PRESENTATION - Following the Deputations

- D. Mr. E. Dowling, General Manager, Mississauga Transit.
D.05.01
SEE ITEM 3

MATTERS CONSIDERED:

1. Proposed Termite Research Project, Faculty of Forestry,
University of Toronto.
Council at its meeting on April 28, 1986, adopted the
following Operations and Works Committee recommendation of
April 2, 1986:
- (a) That the Termite Task Force be invited to address the
Operations and Works Committee on the seriousness of
the termite infestation and to explain the
anticipated benefits of the proposed research program.
 - (b) That the Termite Task Force of the University of
Toronto be advised to continue their efforts to
convince the Government of Ontario and Government of
Canada to provide additional financial support for
this program.

Mr. Robert Bonner, Chairman of the Termite Task Force
appeared before the Committee and requested the City's
financial support for this project.

May 28, 1986

Dr. Martin Hubbes of the Task Force responded to questions from the Committee regarding the project.

It was noted that the Association of Municipalities will be considering this request at its Annual Meeting and the Province has not responded as to its commitment to the project.

Councillor Culham recommended that Staff monitor the response from the Association and the Province and coordinate a report for consideration at a future Administration and Finance Committee meeting.

A.02.03.03.07

Received

See Recommendation OW-101-86 (D. Culham)

2.

Report dated May 1, 1986, from the Commissioner of Building, Zoning and Licensing regarding the temporary trailer located on City property near 5450 Maingate Drive.

Council on April 14, 1986, adopted the following Operations and Works Committee recommendation of April 2, 1986:

- '(a) That permission be granted to the Communications and Electrical Workers of Canada to extend the placement of the strike trailer on the boulevard at 5450 Maingate Drive, until May 14, 1986, subject to the following conditions, pending reports from Peel Regional Police and the By-law Enforcement Office with respect to problems on the site:
 - (i) that the trailer remain in its original location;
 - (ii) that the area in front of the trailer be kept clear so as not to obstruct the view of vehicles using the adjacent driveways;
 - (iii) that proof of liability insurance be provided to cover the extension;
 - (iv) that the current security deposit of \$1,000.00 be retained.
- (b) That the Commissioner of Building prepare a report for consideration by the Administration and Finance Committee detailing a policy for the placement of trailers for use by striking workers.'

In response to this recommendation, attached are the following documents:

May 28, 1986

- (a) Report dated May 1, 1986, from the Commissioner of Building advising that the area was inspected by By-law Enforcement personnel on April 7, 1986 and the premises appeared to be clean and the situation was found to be normal. Mr. Franks recommended:

That the report dated May 1, 1986, from the Commissioner of Building concerning the Communications and Electrical Workers of Canada workers' strike trailer on City owned property near 5450 Maingate Drive be received.

- (b) Letter dated May 7, 1986, from Inspector A. Young of the Peel Regional Police Force detailing the occurrences at this site. Inspector Young advises that there has been no reported damage recently and the Police Force has no objection to the trailer remaining.

The following persons appeared before the Committee regarding this matter.

- (i) Mr. J. Donofrio, National Representative, Communications and Electrical Workers of Canada, requested permission to allow the trailer to remain. Mr. Donofrio advised that there was no foreseeable end to the labour dispute unless there is Provincial legislation and the Union has every intention of continuing its strike action against the Company.
- (ii) Mr. Walter Reszytniak, President, Super Plastics advised that he had no objection to the trailer remaining provided the trailer is kept in a tidy and orderly manner. Mr. Reszytniak noted that the grass around the trailer needed cutting. In response Mr. Donofrio confirmed that he would have this matter looked after.

Councillor McKechnie recommended that the trailer be permitted to remain. This motion was voted on and carried.

L.01.06

Approved

See Recommendation OW-102-86 (F. McKechnie)

3. Report dated May 16, 1986, from the Transit General Manager regarding the proposed transit system for implementation on October 6, 1986. The proposed system of routes and corresponding data base is intended for discussion purposes at this time in order to obtain approval prior to the detailed operational study of route scheduling, transfer points and the extensive work program for system implementation. Mr. Dowling recommended:

That approval be given to the implementation of the proposed weekday transit system in the Fall of 1986.

Mr. Dowling pointed out that the goal is to reach a grid type transit system and eliminate the circuitous routings of the buses. Each change in the routes is made with this goal in mind. Mr. Dowling pointed out that there may be a delay in the delivery of the new buses and the Department will require some flexibility in implementing the proposed changes.

Mr. N. Dodd, Transit Transportation Planner, presented the proposed system in detail and responded to questions from the Committee. Mr. Dodd advised that the proposal is subject to detailed scheduling and the availability of the new buses. Further, each route will be monitored carefully and adjustments made where necessary.

In response to question, Mr. Dowling advised that a separate presentation will be made with respect to Sunday service.

D.05.01

Approved

See Recommendation OW-103-86 (L. Taylor)

4. Report dated May 20, 1986, from the Transit General Manager in response to a request by the Peel Board of Education that Mississauga Transit study the feasibility of carrying students presently using school bus transportation. The School Board analysed the 1984/85 school bus data and concluded that about 60% of students in the seven grades using school buses might be accommodated by Mississauga Transit. The report outlines the questions raised and the study undertaken to determine the feasibility of the proposal and concludes that additional students could be accommodated as the transit system expands and existing levels of service on all routes increase. Mr. Dowling recommended:

That the report dated May 20, 1986, from the Transit General Manager regarding the transport of students by Mississauga Transit be forwarded to the Peel Board of Education for a response.

A.02.07.02

D.05.01

Approved

See Recommendation OW-105-86 (D. Culham)

5. Report dated May 20, 1986, from the Transit General Manager in response to an inquiry from the Ascension of Our Lord School at Brandon Gate and Anaca Drive in Malton that public transit be used for students presently using school buses. This request has been reviewed by Staff and based on the 1985/86 student data provided about 380 of the possible 600 school bus students could be carried comfortably by City buses at this time. Mr. Dowling recommended:

That the report dated May 20, 1986 from the Transit General Manager be forwarded to the Ascension of Our Lord School requesting their response as to whether they wish to take advantage of the opportunity to transport approximately 380 students utilizing the Mississauga Transit system.

Councillor McKechnie recommended that this be forwarded to the Separate School Board as opposite to the particular School. The motion, as amended, was voted on and carried.

A.02.07.03
D.05.01

Amended

See Recommendation OW-105-86 (F. McKechnie)

6. Report dated May 6, 1986, from the Commissioner of Engineering & Works in response to a request to transfer Block 210 to the developer of Erin Mills South - Neighbourhood 503A, Plan 43M-603, located west of Winston Churchill Boulevard and north of Burnhamthorpe Road West. Schedule B of the Servicing Agreement for Plan 43M-603 required that Block 210 be deeded to the City for buffering works along Winston Churchill Boulevard. The developer, Erin Mills Development Corporation, have requested that this block be transferred back to that firm such that it can be combined with Lot 179 to create a larger residential property.

Valcoustics Canada Limited, the accoustical consultant, has reviewed this request and have no objection as the proposed house will remain in approximately the same location on Lot 179. The release of Block 210 would result in a cost savings to the City for maintenance upkeep. Mr. Taylor recommended:

That a by-law be enacted to authorize execution of Transfer to Erin Mills Development Corporation for Block 210, Plan 43M-603, located west of Winston Churchill Boulevard and north of Burnhamthorpe Road West.

B.06.603.02

Approved

See Recommendation OW-106-86 (D. Cook)

7. Report dated May 6, 1986, from the Commissioner of Engineering & Works with respect to waiving of Condition 3(b), Schedule 'C' of the Servicing Agreement with respect to the requirement for central air conditioning for Lots 149, 152, 159, 177, 179, 180 and 181, Plan 43M-595, Testimony Investments Limited, located north of the Canadian Pacific Railway and west of Hurontario Street. Under the terms of the Servicing Agreement, the subject lots were required to be equipped with central air conditioning to protect the dwelling occupants from local noise sources. The purchasers of these lots have executed Noise Acknowledgement and Waiver Agreements which quite simply acknowledge the existing noise sources, waive the requirement for the installation of central air conditioning and indemnify the City from any future claims for noise attenuative works on or for the benefit of the lands.

The form of agreement signed by the purchasers includes provision for execution of same by the Mayor and Clerk and consent for registration of the document on title of the applicable lot. In as much as the Land Titles Office will no longer permit registration of these agreements on the title of the lands, it is not necessary to have the documents executed by the Mayor and Clerk. The original agreements will remain on file in the Department. Mr. Taylor recommended:

That notwithstanding the requirements of Condition 3(b), Schedule 'C' of the Servicing Agreement for Testimony Developments Limited, Plan 43M-595, located north of the Canadian Pacific Railway and west of Hurontario Street; the developer be advised that the requirement for the installation of central air conditioning on Lots 149, 152, 159, 177, 179, 180 and 181 of that plan is waived and that as a condition of this waiver, the developer be advised that the dwellings on these lots are to be fitted with forced air heating systems with ducting sized to readily accommodate the future installation of central air conditioning units.

With respect to the waiving of this requirement, Councillor Taylor expressed concern that the City is allowing these waivers in light of the fact that the requirement is first all recommended by a consultant as an attenuation measure to protect not only the initial purchaser but future residents of the area from local noise sources.

In response, the Commissioner of Engineering advised that the policy provides for the waiver of this requirement provided the home purchaser signs the waiver and agrees to indemnify the City from any future claims for noise attenuative works.

Councillor Taylor recommended that the policy be amended so that developers and/or builders will be advised that the City will no longer permit the waiving of this requirement when it is recommended as a noise attenuation measure.

After further discussion, Councillor Taylor agreed that the motion be forwarded to Staff on the appropriateness of amending the policy.

B.06.595.02

Approved

See Recommendation OW-107-86 (L. Taylor)

See Recommendation 108-86 (L. Taylor)

8. Report dated May 9, 1986, from the Commissioner of Engineering & Works with respect to a draw on the developer's securities for the completion of grading rectification works on Lot 23 Left, Plan 43M-445, Sheridan Mills Subdivision, located east of Erin Mills Parkway and south of Britannia Road West. Under the terms of the Servicing Agreement, Donlee Holdings Limited is responsible for the proper grading of all lots within the subdivision. Staff prepared letters to the developer dated September 13, 1985 and October 23, 1985 for Lot 23 Left. To date the outstanding grading rectification works on Lot 23 Left have not been completed. The homeowner involved has expressed his concerns regarding the delay in the matter. Mr. Taylor recommended:

- (a) That the Commissioner of Engineering and Works be authorized to complete the outstanding grading rectification works on Lot 23 Left, Plan 43M-445, Sheridan Mills Subdivision, located east of Erin Mills Parkway and south of Britannia Road West at an estimated cost of \$2,000.00.
- (b) That the Commissioner of Engineering and Works be authorized to engage Allan C. Randles Limited for design and supervision of the corrective grading works at an estimated cost of \$500.00 and that the City Treasurer be authorized to draw on the developer's Letter of Credit to defray the costs incurred by the City.

B.06.445.02

Approved

See Recommendation OW-109-86 (L. Taylor)

9. Report dated May 6, 1986, from the Commissioner of Engineering & Works with respect to a draw on the developer's securities for the completion of grading rectification works on Lot 46, Plan 43M-506, Heritage Oaks Subdivision, located west of Mavis Road and north of Burnhamthorpe Road West. Under the terms of the Servicing Agreement, Heritage Oaks Limited is responsible for the proper grading of all lots within the subdivision. Staff prepared letters to the developer dated September 30, 1985 and November 6, 1985 for Lot 46. To date the outstanding grading rectification works on Lot 46 have not been completed satisfactorily. The homeowner involved has expressed her concerns regarding the delay in the matter. Mr. Taylor recommended:
- (a) That the Commissioner of Engineering and Works be authorized to complete the outstanding grading rectification works on Lot 46, Plan 43M-506, Heritage Oaks Subdivision, located west of Mavis Road and north of Burnhamthorpe Road West at an estimated cost of \$3,000.00.
 - (b) That the Commissioner of Engineering and Works be authorized to engage McConnell Maughan Limited for design and supervision of the corrective grading works at an estimated cost of \$800.00 and that the City Treasurer be authorized to draw on the developer's Letter of Credit to defray the costs incurred by the City.

B.06.506.02

Approved

See Recommendation OW-110-86 (D. Culham)

10. Report dated May 14, 1986, from the Commissioner of Engineering & Works in response to a request from the Port Credit Business Association for permission to hold the Port Credit Moonlight Madness event on Friday, June 20, 1986 between the hours of 6:00 p.m. and 12:00 midnight. The event will include a number of display and promotional activities along the boulevard/sidewalk areas of Lakeshore Road, and in portions of the municipal parking lots.
- Also, as part of this event, permission is requested to hold a small street dance on a portion of Port Street, south of Lakeshore Road. The dance will include live radio broadcasting from the CJCL remove unit. Only a portion of Port Street will be used, and will not interfere with traffic movement, nor truck movements to and from the St. Lawrence Starch Company. The Peel Regional Police have been consulted and will provide direct supervision throughout the event. The Engineering Department has no objections to this request, subject to the usual conditions for special events being satisfied. Mr. Taylor recommended:

That the Port Credit Business Association be granted permission to hold the Port Credit Moonlight Madness event on Friday, June 20, 1986 between 6:00 p.m. and 12:00 midnight, subject to the following conditions:

- (a) Proof of liability insurance in the amount of two million dollars naming the City as co-insured;
- (b) Completion of a Road Restriction Permit with the Engineering Department at least five days prior to the event;
- (c) Police supervision of the event, and the hiring of off-duty officers for the street dance, as deemed necessary by the Peel Regional Police;
- (d) That the street dance be protected by barricades obtained by the applicant and placed under Police supervision.

With respect to the liability insurance, it was pointed out that this policy will be amended by way of a report to the Administration and Finance Committee since it has been determined that insurance companies will not provide insurance to these groups naming the City as co-insured and with this in mind an amount of \$1 Million would appropriate provided the organization provides a "save harmless" agreement.

F.02.04.04

Amended

See Recommendation OW-111-86 (F. McKechnie)

11.

Report dated May 14, 1986, from the Commissioner of Engineering & Works in response to a request from the Lake Aquitaine Family Festival Committee for permission to hold the Lake Aquitaine Family Festival Parade on Saturday June 14, 1986.

The parade will commence at 11:00 a.m. at Meadowvale Secondary School on Edenwood Drive and proceed south on Edenwood Drive, East on Tours Road and Windwood Rive, north on Glen Erin Drive to the Town Centre.

The Peel Regional Police will provide escort and supervision for the parade. Mississauga Transit have been contacted and some minor routing changes will be required during the parade 11:00 a.m. to 12:00 p.m. The Festival Committee will attempt to place a notice in their material which will be distributed in the area of the minor changes in Transit service. The Engineering Department has no objection to the proposed parade route and the waiving of parking prohibitions on the adjacent roadways subject to the normal conditions for special events being satisfied. The group is affiliated with the Recreation and Parks Department therefore has liability insurance coverage. Mr. Taylor recommended:

- (a) That the Lake Aquitaine Family Festival Committee be granted permission to hold their annual parade on Saturday, June 14, 1986 commencing at 11:00 a.m. on the outlined route, as follows:

Commencing at Meadowvale Secondary School and proceeding south on Edenwood Drive, east on Tours Road, east on Windwood Drive and north on Glen Erin Drive to Meadowvale Town Centre.

subject to the following conditions:

- (i) That a Road Restriction Permit be obtained from the Engineering Department at least five (5) working days prior to the event.
- (ii) That arrangements be made with the Peel Regional Police for parade escort and supervision.
- (b) That parking prohibitions on Glen Erin Drive, Aquitaine Avenue, Montevideo Road and Battleford Road surrounding Lake Aquitaine, other than within 200 ft. of signalized intersections, be waived between 6:00 p.m. Friday, June 13, 1986 and 7:00 p.m. Sunday, June 15, 1986.

F.02.04.02

Approved

See Recommendation OW-112-86 (L. Taylor)

12.

Report dated May 20, 1986, from the Commissioner of Engineering & Works in response to a request from the Reverend Eduardo Resendes, Pastor, Portuguese Catholic Parish of Mississauga for permission to hold two religious processions in the Melton Drive area on June 29, 1986 and July 27, 1986. It is estimated that each procession will last approximately one hour. The Engineering Department has forwarded a copy of the proposal to the Peel Regional Police for comments. In view of the fact that these processions have been held in previous years relatively problem-free, approval from this agency is anticipated. The Engineering Department has no objections to this request subject to the usual conditions for special events. Mr. Taylor recommended:

That the Portuguese Catholic Parish of Mississauga (Reverend Eduardo Resendes) be granted permission to hold religious processions on the previously on June 29 and July 27, 1986 subject to the following conditions:

- (a) Completion of Road Restriction Permits with the Engineering Department at least five days prior to the events;
- (b) Proof of liability insurance in the amount of two million dollars naming the City as co-insured;
- (c) Approval from the Peel Regional Police with respect to supervision and/or escort;
- (d) That local and emergency access be maintained in the area throughout the procession.

With respect to the liability insurance, it was pointed out that this policy will be amended by way of a report to the Administration and Finance Committee since it has been determined that insurance companies will not provide insurance to these groups naming the City as co-insured and with this in mind an amount of \$1 Million would appropriate provided the organization provides a "save harmless" agreement.

F.02.04.02

Amended

See Recommendation OW-113-86 (D. Cook)

13.

Report dated April 30, 1986, from Mr. W. P. Taylor, Commissioner of Engineering & Works, with respect to Tapestry Trail, within Plan 43M-460, located north of Burnhamthorpe Road West, east of Ponytrail Drive. The Commissioner was requested to comment on the feasibility of cul-de-sacing Tapestry Trail at Rathburn Road, the subject being raised during debates on the sidewalk location within the subdivision.

Mr. Taylor advised that creating a cul-de-sac is not possible as lands outside the normal right-of-way would be required and these lands are now residential buildings.

The only alternative then is to dead end the street without a turn around; however, this is not satisfactory to the Engineering and Works Department as it does not allow garbage trucks and service vehicles to turn around safely nor does it allow for efficient snow removal/storage. Moreover, the entire area would be left with only one entrance and this is undesirable from an emergency access standpoint.

Mr. Taylor advised that it was understood that the request was made with a view to reducing traffic and thereby eliminating the need for a sidewalk which the Department cannot support.

With respect to a suggestion the Tapestry Trail become a one-way street, this would not be supportable either from a traffic reduction or sidewalk elimination viewpoint and may serve to increase vehicle speed. Mr. Taylor recommended:

- (a) That no further action be taken to either dead end and/or make Tapestry Trail a one way street, within Plan 43M-460, located north of Burnhamthorpe Road West, east of Ponytrail Drive.
- (b) That the sidewalk on the north-west side of Tapestry Trail be installed in 1986, in accordance with Resolution 456-85 (August 14, 1985).

This report was considered by the Committee on May 14, 1986, and was deferred to this meeting as there was some question of the City's legal liability to install this sidewalk as it was shown on the plans of subdivisions.

The Committee received a report from the City Solicitor. Mr. Stewart advised that the deletion of the sidewalk was prompted by a petition requesting such deletion. If Council agreed with the petitioners' request to delete the sidewalk, it would require an amendment to the Subdivision Agreement. Since the Subdivision or Servicing Agreement is an agreement between the City and the developer it can be amended as between the said two parties. An outside person not a party to the agreement cannot demand strict adherence to the requirements of the Servicing Agreement.

By a Subdivision or Servicing Agreement, a developer is required to install and complete certain services to the requirements of the City. If there is a request to delete a service, it certainly is within the power of the parties to the Servicing Agreement to change or alter the requirements. Mr. Stewart recommended:

That Council consider amending the Servicing Agreement for Plan 43M-460 to delete the sidewalk on Tapestry Trail based upon the petition from the homeowners residing on the said street.

Mrs. Fatima Marques of 4104 Tapestry Trail appeared before the Committee in favour of the installation of the sidewalk. Mrs. Marques noted that those in favour of the deletion had been fairly represented on previous occasions and it was recommended that the sidewalk be installed. Mrs. Marques requested that the sidewalk be installed for pedestrian safety reasons.

Councillor Prentice advised that she had considered this matter thoroughly and driven down the street on numerous. It is not a major thoroughfare but a quiet residential street and it was her recommendation that the sidewalk not be installed based on the petition of the majority of the residents. Councillor Prentice pointed out that in accordance with City policy a cash contribution will be required from the developer to provide for the installation of sidewalk if deemed necessary in the future. Councillor Prentice placed the following motion:

Whereas by the Servicing Agreement for Plan 43M-460 certain sidewalks were to be constructed on Tapestry trail, Unicorn Court and River Millway:

And whereas by almost unanimous petition the residents of said streets have requested that the sidewalks NOT be constructed;

And whereas Council may amend its Agreement with the developer of the subdivision and accept cash-in-lieu in place and instead of sidewalk construction at this time; Now therefore be it resolved that notwithstanding the requirements of the Servicing Agreement for Plan 43M-460, York Hannover Developments Ltd. not be required to construct the sidewalks on Tapestry Trail, Unicorn Court and River Mill Way and York Hannover be required to pay the following cash-in-lieu amounts: Tapestry Trail - \$11,340; Unicorn Court - \$5,040; River Mill Way - \$14,490.

B.06.460.02

Approved

See Recommendation OW-114-86 (M. Prentice)

14. Report dated May 9, 1986, from the Commissioner of Engineering & Works in response to a letter from Mr. & Mrs. L. Nemis requesting that Copernicus Drive be renamed. This street was proposed by the Multicultural Committee and approved by the Region and City Council in March 1984. Mr. Taylor recommended:

That no action be taken in response to the request by Mr. & Mrs. L. Nemis to rename Copernicus Drive.

F.02.07

Approved

See Recommendation OW-115-86 (L. Taylor)

15. Report dated May 9, 1986, from the Commissioner of Engineering & Works with respect to renaming a portion of Isabella Avenue. One section from Gordon Drive to Parker Avenue has been in existence for many years. The other section from Stavebank Road to 200m+ east of Stillmeadow Road was built about 1968. This street was named Isabella as it was appeared to eventually join with the first section of Isabella Avenue. The connection of the two streets does not appear to be imminent. The present discontinuance of Isabella Avenue could be confusing to the residents when trying to explain their location to emergency agencies, visitors, deliveries etc., and the Engineering Department recommended the renaming of one of the sections of Isabella Avenue.

The City's street name change policy states "the portion of the road with the fewer number of persons affected shall be renamed". The section of Isabella Avenue between Gordon Drive and Parker Drive has 13 addresses and the section of Isabella Avenue between Stavebank Road and 200m+ East of Stillmeadow Road has 48 addresses. Mr. Taylor recommended:

That Isabella Avenue between Gordon Drive and Parker Drive be renamed and that Councillor D. Culham be requested to propose a new name for this road.

F.02.07

Approved

See Recommendation OW-116-86 (D. Culham)

16. Report dated May 9, 1986, from the Commissioner of Engineering & Works with respect to the approval of street names for use by John Bousfield proposed Plan of Subdivision T-86005 (lands located north of Eglinton Avenue West/west of McLaughlin Road). Mr. Taylor recommended:

That J. Bousfield Associates be advised that the following names have been approved for use as street names in proposed Plan of Subdivision T-86005 (lands located north of Eglinton Avenue West/west of McLaughlin Road): Bluesky; Galaxy; Northern Lights; Comet; Mariner; Sundial; Constellation; Milkway Way; Sunlight.

T-86005
F.02.07

Approved

See Recommendation OW-117-86 (F. McKechnie)

17. Report dated May 9, 1986, from the Commissioner of Engineering & Works with respect to the approval of street names for use by John Bousfield in proposed Plan of Subdivision T-84051 (lands located north of Eglinton Avenue West/east of Winston Churchill Boulevard). Mr. Taylor recommended:

That J. Bousfield Associates be advised that the following names have been approved for use as street names in proposed Plan of Subdivision T-84051 (lands located north of Eglinton Avenue West/east of Winston Churchill Boulevard): Carnegie Square; Harvard; Federal Square; Winchester.

T-84051
F.02.07

Approved

See Recommendation OW-118-86 (H. Kennedy)

18. Report dated May 9, 1986, from the Commissioner of Engineering & Works with respect to the approval of the name "Gana" within proposed Plan of Subdivision T-85044 (lands located on the west side of Tomken Road/north of Derry Road East). Mr. Taylor recommended:

That Gana Contracting Inc. be advised that "Gana" has been approved for use as a street name in proposed Plan of Subdivision T-85044 (lands located on the west side of Tomken Road/north of Derry Road East).

T-85044
F.02.07

Approved

See Recommendation OW-119-86 (H. Kennedy)

19. Report dated May 9, 1986, from the Commissioner of Engineering & Works with respect to proposed street names submitted for the Kaneff Reserve Street Names List. Mr. Taylor recommended:

That Team Three be advised that the following names have been approved for the Kaneff Street Names Reserve List for use in the City of Mississauga: Barnstable Drive; Boxford Circle; Duxbury Boulevard; Littlecreek Road; Wilmington Court.

Operations/Works
May 28, 1986

- 17 -

The matter of reserved street name lists was considered at the Operations and Works Committee meeting on May 14, 1986, and the following recommendation approved:

- '(d) That street names not be reserved for the exclusive use of a specific consultant, developer, etc., but in a general bank maintained for the municipality.'

At the time this agenda was prepared, this recommendation was subject to Council's formal approval on May 26, 1986.

F.02.07

Approved

See Recommendation OW-120-86 (H. Kennedy)

20.

Report dated May 9, 1986, from the Commissioner of Engineering & Works with respect to a sight obstruction which exists on Netherhart Road, north of Britannia Road. Vehicles frequently park on Netherhart Road close to the intersection while at a restaurant located at the north-west corner. The Engineering Department proposes to prohibit parking on Netherhart Road from Britannia Road to Roman Court, both sides, to eliminate congestion and clear sight lines at the intersection. It should be noted that 'No Parking' signs on Britannia Road are already in place prohibiting parking throughout this area. Mr. Taylor recommended:

That a by-law be enacted to amend Traffic By-Law 444-79, as amended, to prohibit parking on both sides of Netherhart Road from Britannia Road to Romani Court.

F.06.04.02

Approved

See Recommendation OW-121-86 (F. McKechnie)

21. Report dated May 9, 1986, from the Commissioner of Engineering & Works in response to concerns contacted by the Park Royal Community Association expressing concern with the hazards associated with parked vehicles on Truscott Drive, from Kelly Road to Winston Churchill Boulevard. Vehicles travelling on this road, upon approaching a parked car are forced to cross the centre line in conflict with opposing traffic. It has been noted that in order to avoid this conflict, parked cars have been observed partially encroaching upon the boulevard. Truscott Drive, through this section, is a major residential collector road, twenty-eight feet (28') wide, with single family dwellings on both sides. The Engineering Department proposes to restrict parking on the south side of Truscott Drive from Kelly Road to Winston Churchill Boulevard. We suggest the south side as this will allow us to use existing streetlight poles to erect the prohibitive signs. By allowing parking on one side of Truscott Drive only, this will keep two through lanes open at all times without conflict with opposing traffic. Mr. Taylor recommended:

That a by-law be enacted to amend Traffic By-Law 444-79, as amended to prohibit parking on the south side of Truscott Drive from Kelly Road to Winston Churchill Boulevard, anytime.

F.06.04.02

Approved

See Recommendation OW-122-86 (H. McCallion)

22. Report dated May 2, 1986, from the Commissioner of Engineering & Works with respect to a problem with respect to garbage pick-up caused by parked vehicles on Barsuda Drive. Vehicles are parked bumper-to-bumper along the west side of Barsuda Drive (parking is permitted for 72 hours) creating access difficulties for the garbage pick-up. As a result garbage service is sporadic. Personnel from the Traffic Section and the Works Department have met on site with Mr. Brown in an effort to resolve this matter. Mr. Brown has requested that two small areas be designated as 'No Parking' zones to permit access for garbage pick-up. The Engineering Department has no objections to this request as these two 'No Parking' zones would each be two meters in length, and would result in the loss of only one parking space. Mr. Taylor recommended:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to prohibit parking on the west side of Barsuda Drive from a point 132 meters south of a point opposite the north limit of #2077 Barsuda Drive and a point 2 meters south thereof; and from a point 204 meters south of a point opposite the north limit of #2077 Barsuda Drive and a point 2 meters south thereof.

F.06.04.02

Approved

See Recommendation OW-123-86 (D. Culham)

23. Report dated May 1, 1986, from the Commissioner of Engineering & Works regarding a number of small changes and additions necessary to technically correct a number of listings in certain schedules to the Traffic By-law. Mr. Taylor recommended:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the changes in Schedules 1, 11 and 19.

F.06.04.01

Approved

See Recommendation OW-124-86 (D. Culham)

24. Report dated May 2, 1986, from the Commissioner of Building, Zoning and Licensing in response to a request from Mrs. Lynn Ledlow of 2458 Brasilia Circle regarding problems with respect to the parking of her school van in her driveway. The Zoning by-law prohibits the parking of commercial vehicles in residential zones and school vans clearly falls under the definition of a commercial vehicle. If the Zoning By-law is amended to allow for parking of school buses or school vans on residential driveways or lots, it will be extremely difficult to discriminate against parking of other commercial vehicles on private property in residential zones. Since the control of these vehicles is contained with the Zoning By-law provision is made for each person to make application to the Committee of Adjustment for a minor variance. This has certain advantages in that the Committee of Adjustment deals with each application on its individual merit and surrounding effected property owners can express their opinion. Mr. Franks recommended:

That the Zoning By-laws not be amended to permit "Commercial Vehicles" (school buses and school vans) in residential zones and that Mrs. L. Ledlow (2458 Brasilia Circle) be advised to make application to the Committee of Adjustment for a request for a minor variance to Zoning By-law 5500, as amended, to permit the parking of a school van in her driveway.

B.03.02.05

Approved

See Recommendation OW-125-86 (L. Taylor)

25. Report dated May 15, 1986, from the City Solicitor regarding the conveyance of Blocks 20 and 21, Plan 43M-496 to the abutting owners, Cheega Court and Windwood Drive. The Servicing Agreement for the above mentioned plan provides for the conveyance of these Blocks to the City to be transferred at a later date to the owners of the adjacent lands. The Engineering Department has advised that it is in order to transfer the lands to the adjacent owners. Mr. Stewart recommended:

That a by-law be enacted to authorize execution of the Transfer of Lands between The Corporation of the City of Mississauga and Peel Condominium Corporation 132 with respect to Block 20, Plan 43M-496 and between The Corporation of the City of Mississauga and George Nishikawa and Yoshiko Nishikawa as joint tenants with respect to Block 21, Plan 43M-496.

B.06.496.02

Approved

See Recommendation OW-126-86 (H. Kennedy)

26. Report dated May 7, 1986, from the City Clerk with respect to a closure of part of Village Centre Place. The landowners abutting the cul-de-sac of Village Centre Place have requested through G. Eric Hanson and Associates Ltd. that part of the cul-de-sac be stopped up and conveyed to the abutting owners. This request has been reviewed by the Engineering Department and they have advised that they have no objection to the request, subject to an easement being granted over the whole of the closed portion in favour of the Region of Peel, Hydro Mississauga, Bell Canada and the City. The Legal Department is in receipt of letters from the abutting owners consenting to the closure and agreeing to the conveyance of Parts 1, 2 and 4 on Reference Plan 43R-13280 to G. E. Hanson Developments Inc. and Part 3 on the same plan to Anworld Consultants Inc. and Fintact Properties Limited. As this is a reconveyance to the developer of the plan of subdivision, the closed out road allowance is to be conveyed gratuitously, subject to the developer reimbursing the City the costs associated with the road closure. Mr. Julian recommended:

That the City Clerk be authorized to take the necessary steps to close that portion of Village Centre Place described as Parts 1, 2, 3 and 4 on Reference Plan 43R-13280.

B.06.428.06
F.02.03

Approved

See Recommendation OW-127-86 (L. Taylor)

The following additional report was considered by the Committee at the request of Councill Culham:

27. Report dated May 27, 1986, from the Commissioner of Engineering & Works in response to a request by United Lands Corporation for permission to temporary park construction workers' vehicles on Dundas Street West. United Lands is currently constructing a high rise project on the south side of Dundas Street and at the present time there is insufficient on site parking to accommodate these vehicles. They have attempted to locate additional space but until such time that the underground facilities are completed, the use of the north shoulder of Dundas Street is required. The estimated time of completion of the underground facility is early to mid July.

The Engineering Department has no objections to this request provided that these parked vehicles do not create a sight problem nor encroach on the travelled portion of Dundas Street. Mr. Taylor recommended:

Operations/Works
May 28, 1986

- 22 -

- (a) That the United Lands Corporation Ltd. construction personnel be permitted to park their private vehicles on the north shoulder of Dundas Street during working hours between a point 30 meters west of Wolfedale Road and a point 30 meters east of Cedgarglen Gate.
- (b) That the current parking prohibition on the north side of Dundas Street within the above limits be temporarily waived through July 31, 1986, and that the Parking Control Section be advised of the temporary waiving of the parking prohibition.

F.06.04.02

Approved

See Recommendation OW-128-86 (D. Culham)

Recommendations:

As per Report 5-36

Adjournment:

11:50 a.m.

OPERATIONS AND WORKS COMMITTEE

MAY 28, 1986

REPORT 5-86

TO: MAYOR AND MEMBERS OF COUNCIL

The Operations and Works Committee presents its fifth report and recommends:

OW-101-86 That the Commissioner of Building/Zoning/Licensing monitor and coordinate a report on the position of the Government of Canada, the Government of Ontario and the Association of Municipalities of Ontario regarding the Termite Research Project proposed by the Faculty of Forestry, University of Toronto.

A.02.03.03.07
(OW-101-86)

OW-102-86 That permission be granted to the Communications and Electrical Workers of Canada to extend the placement of the strike trailer on the boulevard at 5450 Maingate Drive, subject to the following conditions:

- (i) that the trailer remain in its original location;
- (ii) that the area in front of the trailer be kept clear so as not to obstruct the view of vehicles using the adjacent driveways;
- (iii) that proof of liability insurance be provided;
- (iv) that the current security deposit of \$1,000.00 be retained.

L.01.06
(OW-102-86)

OW-103-86 That the implementation of the proposed weekday transit system for the Fall of 1986 as presented to the Operations and Works Committee meeting of May 28, 1986, be approved.

D.05.01
(OW-103-86)

OW-104-86 That the report dated May 20, 1986, from the Transit General Manager regarding the transport of students by Mississauga Transit be forwarded to the Peel Board of Education for a response.

A.02.07.02
D.05.01
(OW-104-86)

May 28, 1986

OW-105-86 That the report dated May 20, 1986 from the Transit General Manager regarding the transport of students by Mississauga Transit to the Ascension of Our Lord School be forwarded to The Dufferin-Peel Roman Catholic Separate School Board for a response.

A.02.07.03
D.05.01
(OW-105-86)

OW-106-86 That a by-law be enacted to authorize execution of Transfer to Erin Mills Development Corporation for Block 210, Plan 43M-603, located west of Winston Churchill Boulevard and north of Burnhamthorpe Road West.

B.06.603.02
(OW-106-86)

OW-107-86 That notwithstanding the requirements of Condition 3(b), Schedule 'C' of the Servicing Agreement for Testimony Developments Limited, Plan 43M-595, located north of the Canadian Pacific Railway and west of Hurontario Street; the developer be advised that the requirement for the installation of central air conditioning on Lots 149, 152, 159, 177, 179, 180 and 181 of that plan is waived and that as a condition of this waiver, the developer be advised that the dwellings on these lots are to be fitted with forced air heating systems with ducting sized to readily accommodate the future installation of central air conditioning units.

OW-108-86 That the Commissioner of Engineering and Works be requested to prepare a report on the appropriateness of changing the policy with respect to waiving the requirement for the installation of central air conditioning when it is recommended as a noise abatement feature.

B.06.595.02
(OW-108-86)

OW-109-86 (a) That the Commissioner of Engineering and Works be authorized to complete the outstanding grading rectification works on Lot 23 Left, Plan 43M-445, Sheridan Mills Subdivision, located east of Erin Mills Parkway and south of Britannia Road West at an estimated cost of \$2,000.00.

May 28, 1986

- (b) That the Commissioner of Engineering and Works be authorized to engage Allan C. Randles Limited for design and supervision of the corrective grading works at an estimated cost of \$500.00 and that the City Treasurer be authorized to draw on the developer's Letter of Credit to defray the costs incurred by the City.

B.06.445.02
(OW-109-86)

- OW-110-86 (a) That the Commissioner of Engineering and Works be authorized to complete the outstanding grading rectification works on Lot 46, Plan 43M-506, Heritage Oaks Subdivision, located west of Mavis Road and north of Burnhamthorpe Road West at an estimated cost of \$3,000.00.

- (b) That the Commissioner of Engineering and Works be authorized to engage McConnell Maughan Limited for design and supervision of the corrective grading works at an estimated cost of \$800.00 and that the City Treasurer be authorized to draw on the developer's Letter of Credit to defray the costs incurred by the City.

B.06.506.02
(OW-110-86)

- OW-111-86 That the Port Credit Business Association be granted permission to hold the Port Credit Moonlight Madness event on Friday, June 20, 1986 between 6:00 p.m. and 12:00 midnight, subject to the following conditions:

- (a) Proof of liability insurance in the amount of One Million Dollars to the satisfaction of the Commissioner of Engineering and Works;
- (b) Completion of a Road Restriction Permit with the Engineering Department at least five days prior to the event;
- (c) Police supervision of the event, and the hiring of off-duty officers for the street dance, as deemed necessary by the Peel Regional Police;
- (d) That the street dance be protected by barricades obtained by the applicant and placed under Police supervision.

F.02.04.04
(OW-111-86)

May 28, 1986

OW-112-86 (a) That the Lake Aquitaine Family Festival Committee be granted permission to hold their annual parade on Saturday, June 14, 1986 commencing at 11:00 a.m. on the outlined route, as follows:

Commencing at Meadowvale Secondary School and proceeding south on Edenwood Drive, east on Tours Road, east on Windwood Drive and north on Glen Erin Drive to Meadowvale Town Centre.

subject to the following conditions:

- (i) That a Road Restriction Permit be obtained from the Engineering Department at least five (5) working days prior to the event.
 - (ii) That arrangements be made with the Peel Regional Police for parade escort and supervision.
- (b) That parking prohibitions on Glen Erin Drive, Aquitaine Avenue, Montevideo Road and Battleford Road surrounding Lake Aquitaine, other than within 200 ft. of signalized intersections, be waived between 6:00 p.m. Friday, June 13, 1986 and 7:00 p.m. Sunday, June 15, 1986.

F.02.04.02
(OW-112-86)

OW-113-86 That the Portuguese Catholic Parish of Mississauga (Reverend Eduardo Resendes) be granted permission to hold religious processions on the previously on June 29 and July 27, 1986 subject to the following conditions:

- (a) Completion of Road Restriction Permits with the Engineering Department at least five days prior to the events;
- (b) Proof of liability insurance in the amount of One Million Dollars satisfactory to the Commissioner of Engineering and Works;
- (c) Approval from the Peel Regional Police with respect to supervision and/or escort;
- (d) That local and emergency access be maintained in the area throughout the procession.

F.02.04.02
(OW-113-86)

- OW-114-86 (a) That no further action be taken to either dead end and/or make Tapestry Trail a one way street, within Plan 43M-460, located north of Burnhamthorpe Road West, east of Ponytrail Drive.
- (b) Whereas by the Servicing Agreement for Plan 43M-460 certain sidewalks were to be constructed on Tapestry trail, Unicorn Court and River Millway:
And whereas by almost unanimous petition the residents of said streets have requested that the sidewalks NOT be constructed;
And whereas Council may amend its Agreement with the developer of the subdivision and accept cash-in-lieu in place and instead of sidewalk construction at this time;
Now therefore be it resolved that notwithstanding the requirements of the Servicing Agreement for Plan 43M-460, York Hannover Developments Ltd. not be required to construct the sidewalks on Tapestry Trail, Unicorn Court and River Mill Way and York Hannover be required to pay the following cash-in-lieu amounts: Tapestry Trail - \$11,340; Unicorn Court - \$5,040; River Mill Way - \$14,490.

B.06.460.02
(OW-114-86)

- OW-115-86 That no action be taken in response to the request by Mr. & Mrs. L Nemis to rename Copernicus Drive.

F.02.07
(OW-115-86)

- OW-116-86 That Isabella Avenue between Gordon Drive and Parker Drive be renamed and that Councillor D. Culham be requested to propose a new name for this road.

F.02.07
(OW-116-86)

- OW-117-86 That J. Bousfield Associates be advised that the following names have been approved for use as street names in proposed Plan of Subdivision T-86005 (lands located north of Eglinton Avenue West/west of McLaughlin Road): Bluesky; Galaxy; Northern Lights; Comet; Mariner; Sundial; Constellation; Milkway Way; Sunlight.

T-86005
F.02.07
(OW-117-86)

OW-118-86 That J. Bousfield Associates be advised that the following names have been approved for use as street names in proposed Plan of Subdivision T-84051 (lands located north of Eglinton Avenue West/east of Winston Churchill Boulevard): Carnegie Square; Harvard; Federal Square; Winchester.

T-84051
F.02.07
(OW-118-86)

OW-119-86 That Gana Contracting Inc. be advised that "Gana" has been approved for use as a street name in proposed Plan of Subdivision T-85044 (lands located on the west side of Tomken Road/north of Derry Road East).

T-85044
F.02.07
(OW-119-86)

OW-120-86 That Team Three be advised that the following names have been placed on the Street Names Reserve List for use in the City of Mississauga: Barnstable Drive; Boxford Circle; Duxbury Boulevard; Littlecreek Road; Wilmington Court.

F.02.07
(OW-120-86)

OW-121-86 That a by-law be enacted to amend Traffic By-Law 444-79, as amended, to prohibit parking on both sides of Netherhart Road from Britannia Road to Romani Court.

F.06.04.02
(OW-121-86)

OW-122-86 That a by-law be enacted to amend Traffic By-Law 444-79, as amended to prohibit parking on the south side of Truscott Drive from Kelly Road to Winston Churchill Boulevard, anytime.

F.06.04.02
(OW-122-86)

OW-123-86 That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to prohibit parking on the west side of Barsuda Drive from a point 132 meters south of a point opposite the north limit of #2077 Barsuda Drive and a point 2 meters south thereof; and from a point 204 meters south of a point opposite the north limit of #2077 Barsuda Drive and a point 2 meters south thereof.

F.06.04.02
(OW-123-86)

OW-124-86 That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the changes in Schedules 1, 11 and 19.

F.06.04.01
(OW-124-86)

OW-125-86 That the Zoning By-laws not be amended to permit "Commercial Vehicles" (school buses and school vans) in residential zones and that Mrs. L. Ledlow (2458 Brasilia Circle) be advised to make application to the Committee of Adjustment for a request for a minor variance to Zoning By-law 5500, as amended, to permit the parking of a school van in her driveway.

B.03.02.05
(OW-125-86)

OW-126-86 That a by-law be enacted to authorize execution of the Transfer of Lands between The Corporation of the City of Mississauga and Peel Condominium Corporation 132 with respect to Block 20, Plan 43M-496 and between The Corporation of the City of Mississauga and George Nishikawa and Yoshiko Nishikawa as joint tenants with respect to Block 21, Plan 43M-496.

B.06.496.02
(OW-126-86)

OW-127-86 That the City Clerk be authorized to take the necessary steps to close that portion of Village Centre Place described as Parts 1, 2, 3 and 4 on Reference Plan 43R-13280.

B.06.428.06
F.02.03
(OW-127-86)

May 28, 1986

- OW-128-86 (a) That the United Lands Corporation Ltd. construction personnel be permitted to park their private vehicles on the north shoulder of Dundas Street during working hours between a point 30 meters west of Wolfedale Road and a point 30 meters east of Cedgarglen Gate.
- (b) That the current parking prohibition on the north side of Dundas Street within the above limits be temporarily waived through July 31, 1986, and that the Parking Control Section be advised of the temporary waiving of the parking prohibition.

F.06.04.02
(OW-128-86)